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THE

Naval Chronicle,

FOR 1815:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

United Kingdom;

WITH A VARIETY OF ORIGINAL PAPERS ON
NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL
LITERARY AND PROFESSIONAL MEN.

VOL. XXXIV.

(FROM JULY TO DECEMBER.)

> " O'er the glad waters of the dark blue sea,
> Our thoughts as boundless, and our souls as free,
> Far as the breeze can bear, the billows foam,
> Survey our Empire, and behold our home!
> These are our realms, no limits to their sway."——(BYRON.)

LONDON:

PRINTED AND PUBLISHED BY AND FOR *JOYCE GOLD*, 103, SHOE-LANE;

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TO

SIR CHALONER OGLE, Knt.

ADMIRAL OF THE RED SQUADRON,

THIS THIRTY-FOURTH VOLUME OF THE

Naval Chronicle

[FROM JULY TO DECEMBER 1815.]

IS RESPECTFULLY DEDICATED,

BY THE PROPRIETOR,

Joyce Gold

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From Original Designs.

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PREFACE

TO THE THIRTY-FOURTH VOLUME.

HAVING reached the conclusion of our THIRTY-FOURTH Volume, we have now to take our customary review of its contents; and it is peculiarly gratifying to be able at the same time to do justice to the good sense, the ingenuity, and the genius of our correspondents, and to commend with confidence the volume before us to the patronage of a discerning public, but especially the naval part of it, for to their interests it is more immediately devoted.

Our BIOGRAPHY stands prominent in the volume, as detailing the services and sufferings of a character, exemplary even to Britons, for the firmness and fortitude with which he withstood a cruel and insidious enemy, in the cause of his country. The great number of original letters, and the very interesting information they contain, both in the details of service, and historical statement of proceedings on the part of the French and our Syriac allies, must render it an article of peculiar value to the historian of our eventful times.

In our NAUTICAL SELECTIONS, we can only venture a claim to the meed of judgment, which we flatter ourselves will be found successfully directed to the amusement and useful information of our readers. We are still desirous of original communications of naval anecdote and *petite-histoire*.

Our CORRESPONDENCE has lost nothing of its value by the cessation of warfare. It is laudably replete with observations and suggestions on and for the peace establishment of our navy and its gallant officers and men, judiciously conceived, and candidly imparted; and we have fair ground to assume upon, in attributing to the communications of our CHRONICLE the adoption of many beneficial regulations of government, respecting the navy and naval men. To expatiate on the merits of each article of correspondence contained in the present volume, would lead us too far beyond the limits of our preface; but we cannot pass over with this general recommendation the vindication of British gallantry and honor, in a brief history of naval actions during the late war with the United States, by a "*British Naval Officer*," pages 35, 131, 217, 295, 385, and 466. *Atlas*, on a more general attention in the navy to hydrographic pursuits, page 45. The valuable letter of a *Naval Officer* to R. W. Hay, Esq. on the present state and condition of the junior officers, page 134. *Nestor*, on the necessity of a more extended retired list—(this seems to have been an *effective* letter), page 224. *Alfred*, on the necessity and justice of providing for the midshipmen in time of peace, 298. *Neptunus*, on the present condition of our discharged seamen, 394. *J. C.* on the real *Amor Patriæ*, 396. *Orion*, on various points of the peace establishment, 480. *An Old Officer*, on the expediency of considering the relative qualifications of naval men in the case of naval promotion, 482. *Albion*, on the future size and construction of our frigates, &c. 483. *Orion*, on the propriety of admitting lieutenants to sit on naval courts martial, 471. *Arion*, on the insufficiency of the naval half-pay, and its consequences, 473.—Nor is the value of those letters, respectively considered as articles of general information, less entitled to our notice, with which we have been favoured, by *J. E.* page 41; *A Midshipman*, 42, *An Observer*, 43; *Cassius*, 45; 399; *Robinson Crusoe*, 48, 223, 388; *R. M.* 141; *T. P.* 220; *Albion*, 225; *Palinvrvs.—Verus*, 227; *J. G.* 257; *Philo-Verus*, 391; *R.J.B.* 394. At page 228, is a brief account of the ancient and modern parliaments of Sicily, by *A Naval Officer*, which would be found very useful as an illustration of Italian affairs; and at page 404, by the same ingenious writer, is an interesting account of the late Expedition against the Italian coast.

Our Review of NAVAL LITERATURE, although confined in the number of its articles, contains a body of information highly interesting and useful: and all authors on naval subjects will find a part of our CHRONICLE, to its customary extent, devoted to the notice of their works.

For these past favours of our able and obliging Correspondents, we return our respectful thanks, and hope by their future aid to maintain the original design of our publication; *viz.* to enlighten our country on the subject of naval affairs, and ameliorate the condition of naval men.

The HYDROGRAPHY of the present Volume we can recommend as particularly valuable, for the novelty of its information, its seasonable application to the projects of the present day, and its general usefulness (prospectively viewed) to the navigators and explorers of future times; and we respectfully avail ourselves of the opportunity to express our sense of obligation to the Hydrographer, for the constancy and kindness with which he aids our endeavours to promote the reputation of the NAVAL CHRONICLE.

Our LETTERS ON SERVICE are few, but they are honorable. The inordinate ambition of France is at length subdued—or rather should we say, the avidity of plunder, spoliation, and aggrandisement, in the armed part of it, has, by its excess, operated its own destruction.

The merchant and the mariner have now no other than elemental dangers to encounter—and the prosperity of their pursuits by consequence more probable.

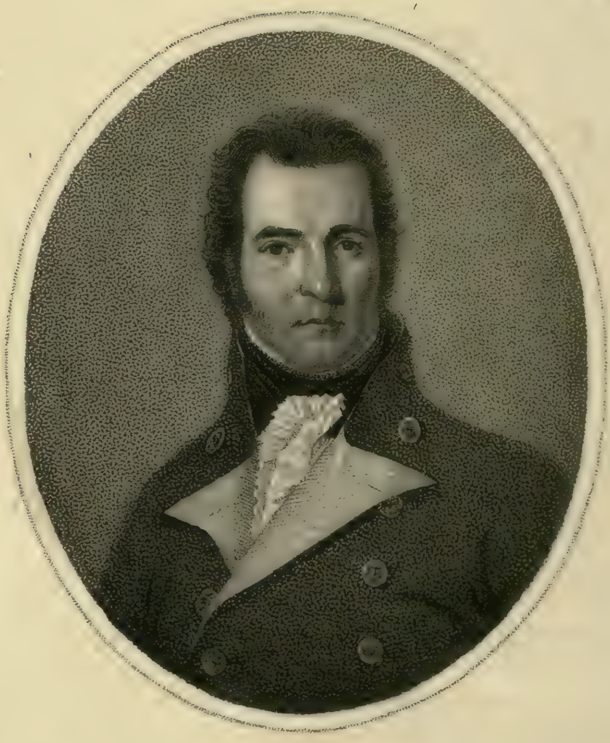
The nations of Europe—of the world—are again linked in the bonds of amity; and the arm, heretofore hostile, is extended in the communication of reciprocal benefits: we have now to hope, that industry will be stimulated in its exertions, by the prospect of a peaceful, lasting, and abundant enjoyment of its fruits; that the minds of all the Potentates of Europe have been sufficiently moderated by their respective adversities; and that their views will be henceforth rather directed to the happiness of their people, than to their own personal glory.

Such are our hopes—but though the pages of our CHRONICLE will not now glow with the brilliant achievements of naval warfare, it will still continue devoted to the British Navy, as the record of its transactions, whether retrospective of past events, or of present or future purpose. The retired seaman may now review past times, and with proud satisfaction record his recollections; his mind tutored by experience, may improve its acquisitions of knowledge, and afford to future exigencies the means of varied benefit, whether for purposes of safety, expedition, or economy. The ample field which navigation opens to the range of scientific invention, is a continual inducement to investigation and inquiry; and many have been, and may be, the advantages resulting from it. Various instances of considerable utility are already registered in our CHRONICLE, and we hope to see many of its future pages enriched by the communication of still further discoveries, to the honour of their ingenious inquisitors, and to the benefit of mankind in general, for to such an extent are such labours eventually directed.

But if in the nature of men and things, there exist not the possibility of general and perpetual peace, it is in the *calm* interval that considerations of safety should be indulged, and means of defensive operation provided, against the future ebullitions of foreign animosity. The *honour* of nations must be maintained, for on it depends their safety; but let aggrandizement be cautiously considered; it is in general found to be an *ignis fatuus*, that leads by its errantry to a ruinous pursuit. To ponder nations in the scales of human justice is a futile attempt; we would rather see the abuse of preponderation opposed, than the strict equipoise to be (as it must ever be) vainly attempted. Providence, whose care is equally over all, to nations as to individuals, assigns various advantages—wealth to some—to others wisdom—to one country the strength of population from extended territory—to another, the energy resulting from a lucrative and extended commerce—in emergencies of common danger they are alike powerful to oppose it—and so long as their respective means are exerted for their mutual safety, the balance is truly poised. Appearances are thus contradicted by the reality of effects—the apparently weak are found virtually strong, and the ostensibly powerful are checked in the presumption of their power. Between contending nations, whenever the energies of men and money shall be found on one side, the subjugation of the other will be morally inevitable. But this will never be—or never be long in its duration; for human power, universal or undivided, would prey upon itself.

We have been led to the foregoing series of observations, in considering the probable effects of the recent peace on the subject matter of our CHRONICLE in its future course; and, as we have already observed, although our pages will not glow with the brilliant achievements of naval warfare, they will continue to reflect the rays of genius in its various emanations of anecdotal wit, philosophic invention, and nautical information and instruction.

⁂ As the return of many Naval Officers from a long course of foreign service, must induce a natural desire to be acquainted with the general history of naval affairs, and the relative conduct of their countrymen in various parts of the world, they are respectfully informed, that a *few* complete sets and early volumes of the NAVAL CHRONICLE may *yet be had*, on application to the Publisher, at the *Naval Chronicle Office*, 103, Shoe-lane, Fleet-street.



John Westley Wright Esq.r

COMMANDER, R. N.

Engraved by J. Blood from an Original
_Portrait painted at Malta by Gaetano Calleja.

[illegible]

BIOGRAPHICAL MEMOIR

OF

JOHN WESTLEY WRIGHT, Esq.

COMMANDER IN THE ROYAL NAVY.

"Gwr yn erbyn y byd."

THE general interest which the sufferings of this unfortunate gentleman have excited, was of itself a sufficiently imposing claim on us for the record of them in the Naval Chronicle; but we have hitherto been unable to obtain any authentic documents beyond those which were already before the public, and generally known; we are now, by the favour of a gentleman to whom the Naval Chronicle is still more especially indebted, enabled to present the following Memoir, drawn up from original papers, and affording, we believe, matter of exclusive information, and consequently an additional instance, among many, by which our Chronicle may fairly assume the character of a repository of original intelligence, alike eligible to the cursory curiosity of the general reader, and to the more serious reference of the future historian of the present times.

In adverting to the memory of Captain Wright, we are assured of the general sympathy of our readers. Who can recollect the manly fortitude he evinced when in the power of his obdurate enemy, without experiencing the most gratifying sense of British firmness? Who can reflect on his long series of sufferings, and, finally, untimely fate, without the most sincere detestation of revolutionary tyranny—of a dark and dastardly tyrant—the lustre of whose real character, contrasted with that of his noble victim, would be extinguished by the faintest of its beams. How much to be lamented is it, that the career of our gallant countryman was of so short duration; in which we see him briefly illustrious in the brilliancy of contest—then in the gloom of a prison—again free—and again zealously active in the interests of his country—then once more consigned to prison glooms—a more inveterate enemy—and a mysterious death!

Though late in the execution of our intended design, there is a seasonable coincidence in the publication of this memoir at the period when, by the recent and memorable victory at Waterloo, the conjunct tyrannical and unprincipled despotisms under which its respected and generally-lamented subject suffered, are reduced—we had almost said annihilated; but alas, if we are to form our judgment by *present* appearances, that desired result of a five-and-twenty years warfare is still but an object of hope! and we fear strong measures will yet be found necessary to effect it.

We are sorry to be precluded from giving a more ample account of Captain Wright's parentage and juvenile life, by the non-return of the sheet of standing biographical queries, framed on the suggestion of our correspondent PLUTARCH (𝔑. 𝔆. vol. xxviii, p. 114.) which were transmitted by a friendly co-operator, to a branch of Captain Wright's family, to be filled up with the requisite answers; but which has not reached us in time for the press. However, we understand Captain W. was born at Corke, in Ireland, and was the son of a military officer, Capt. James Wright, paymaster of the 6th Royal Veteran Battalion, and that our hero, being originally destined for the commercial line, spent great part of his youth in Russia, qualifying himself for that walk of life; and where, we believe, he first obtained the notice of Sir William Sidney Smith.* Indeed, the history of the late Captain Wright's public services, is so connected with a great portion of that of Sir Sidney, that the detail of it will necessarily involve an occasional reference to many circumstances relative to that distinguished officer.

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* Although the undoubted correct spelling of the family name to which Sir Sidney S. belongs, be SMYTHE, he being a collateral relative of the late Lord Chief Baron, Sir Sidney Stafford Smythe, and of SMYTHE Lord Viscount Strangford (all descendants of Customer Smythe, *temp.* Queen ELIZABETH); yet as that officer's official signature has ever been Smith, according to the *fac-simile* in the 𝔑. 𝔆. it seems more convenient and suitable to use this latter spelling throughout the present memoir for *him*: but as his brother, who was employed at Constantinople, to whom certain letters of Captain Wright's, given in this memoir, are addressed, spells his name with *y*, we shall adopt the former spelling for the incidental introduction of *Mr.* S.'s name.—A memoir and portrait of Sir Sidney Smith are given in Vol. iv. p. 445. It is intended to give a supplementary memoir of this officer, as soon as genuine materials for the same can be collected by the Biographer of the 𝔑. 𝔆.

The eminent services of Sir Sidney Smith at Toulon, in the destruction of the arsenals, dock-yard, and shipping, had constituted a strong claim to the attention of the Admiralty, and he was subsequently, in the year 1794, appointed to command the Diamond, a new frigate, of 38 guns.*

In this ship Mr. Wright served as midshipman, and was attached to Sir Sidney as his secretary, which ultimately produced between them a sincere and ardent friendship. Although the various exploits of the Diamond, in which Mr. Wright took a part, are written in the chronicles of that war, there is one not less deserving of celebrity, which has been mentioned in the world only in an incidental cursory way, and never authentically described; and that is, the *reconnoissance* of Brest † harbour. We are extremely glad, therefore, to be enabled to gratify our readers with her gallant captain's own report of that delicate service:—

" SIR, " *Diamond, at Sea, 4th January,* 1795.

" In pursuance of your orders, I this morning looked into the port of Brest in this ship, in order to verify the intelligence of the enemy's fleet being at sea.

" I went round the W. point of Ushant yesterday, and the wind being easterly, I was obliged to work to windward between the shoals off point St. Matthew and the rocks to the S.-ward, in order to come near enough to look into the road. We observed a large ship under French colours working in a-head. She took no notice of us, probably supposing that we were of her own nation, from our making so free with the coast. I hoisted French colours, having previously disguised the figure of the ship, in order to favour such a deception, The tide of ebb coming strong out of the harbour, the enemy's ship anchored; and I accordingly anchored astern of her at sun-set: I was in hopes, that when the flood made again, she would have weighed, and have proceeded up the passage, that we might have done the same, without approaching her so near as to risk detection, and the consequent frustration of our object; but she continued to lye fast: and I was obliged either to relinquish the going close enough to the harbour to make my observations, or to alarm the coast by attacking her, or else to pass her silently, and thereby leave her in the channel of my retreat. I considered the occasion of my being detached from the squadron as an object of sufficient national importance to justify all risks, and accordingly weighed and passed her sufficiently near to observe, by the light of the moon, that she was a line-of-battle ship. As we proceeded, we saw two other ships at anchor, one of which was evidently a frigate:

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* *Vide* 𝔑.𝔆. Vol. iv. p. 453.

† Chart of Brest, 𝔑. 𝔆. Vol. i. p. 144. iv. p. 485.

not being satisfied that I should, from my then position, be able to discern the anchorage plainly when the day broke, I was obliged to go between those ships and the Toulinguet rocks, observing the precaution, in passing, to give all orders in a low tone of voice, that the enemy might not hear us speak English. They took no notice of us; and by day-light this morning I had attained a position from whence I could discern the usual anchorage of Brest sufficiently distinct to ascertain that there are no men of war in the road (the basin is not discoverable from without the forts). I observed the wreck of a large ship * on *Mingan* rock. It now became necessary to make the best of my way out of the passage. Accordingly I altered my course for that purpose, taking a direction to repass the line-of-battle ship. A *corvette* which was steering out in a parallel direction to us, was the first who took the alarm at this change of movement. She brought-to, making signals which communicated the alarm to the other two ships; these both hoisted their top-sail-yards immediately, and began getting under sail: my situation now became critical. I saw by the course the line-of-battle ship had taken to cut me off in my passage between her and the rocks, that I could not effectuate it; and there seemed to remain no alternative, but to remove their alarm by a conduct that should bespeak ourselves unconcerned. Therefore repeating such of the signals as I could, I steered down directly within hail of this ship, which lay in my way between *Basse-Buzec*, and the *Trêpieds.* I could by this time perceive she was a disabled ship, with jury-masts, pumping from leaks, and that some of her upper-deck ports were without their guns. To avoid being questioned in any embarrassing way, I began the conversation in French with the captain, who was in the stern-gallery, accounting for my change of course, by saying I observed his disabled state, and came down to him to learn if I could render any assistance. He answered, thanking me for the offer, saying he had men enough; which indeed I could plainly perceive, as they were crowded on the gun-wale and quarter. Looking at this ship, I could not but form speculations from her crippled state, that I should be able to preserve my position under her stern, so as to rake her repeatedly; thus beginning an action with such advantage as would be sufficient to ensure us a favourable issue: my guns were ready pointed; but I then reflected that it was worse than useless to fire, since I could not hope to secure the prize, and carry her off from the two other ships; and as the execution of the service I was sent upon might be rendered abortive by the unfavourable result of so unequal a contest as fighting all three together in a frigate, the utmost that I then could do would be to give her a most destructive raking fire, and sail away: this my men were ready and eager for; but I over-ruled the idea:—considering the shocking carnage from our double-loaded guns enfilading a crouded ship, within half-pistol shot; and considering it unmanly, as well as treacherous, to make such wanton havoc while speaking in friendly terms, and proffering assistance. I believed that my country would readily relinquish a trifling degree of benefit to be purchased at the expense of humanity and of national character; and I hope that for these reasons I shall stand justified in not having made use of the accidental advantage in my power for the moment. We parted, after some conversation, with mutual compliments; the French captain telling me his ship's name was *Le-Caton*; and I, in answer to his *quære*, named mine as one of the Norway squadron, which it was not likely he would know by sight. The other ships, seeing that we were spoken by the *Caton*, discontinued the pursuit, and we passed the rocks unmolested.

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* This was subsequently known to be a 3-decker, belonging to the fleet that had sailed: for *Mingan* rock see plan of Brest, in 𝔑. 𝔆. Vol. iv. p. 485.

I am, &c.

W Sidney Smith

Captain Sir J. B.
Warren, &c.

The enterprising spirit of Sir Sidney Smith had been successfully exerted against the enemy, until the 18th of April, 1796, when having, on a reconnoitering expedition off Havre de Grace, captured the Vengeur French lugger privateer, with the boats of his little squadron, he was driven, by a strong set of the tide, above the forts. After passing the night in this unfortunate situation, the position of Sir Sidney and his prize was discovered by the enemy in the morning; the alarm was given, and he was attacked by such a superiority of force, that resistance was found utterly unavailable, and he was compelled to surrender himself and his company, among whom was Mr. Wright, prisoners of war.*

Their treatment at Havre was consistent with their situation, and with an assurance from the governor to the officers on board the Diamond, that his prisoners should be treated with all the kindness their condition could admit of. On the same day they were sent to Rouen, escorted by 4 gens-d'armes and M. Bauté, whom Mr. Wright has mentioned as an attentive gentlemanly man.

They reached Rouen the next day. Here they experienced a sad reverse of treatment, being used more like malefactors than prisoners of war. They were conducted to the prison of Saint Lo, and from the concierge received much kindness and polite attention, but which was totally contrasted by the insolent behaviour of the commissary there. They were, however, in a state of progression—it might be from bad treatment to better, and there was hope to console them.

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* *Vide* 𝔑. 𝔆. Vol. XVIII. page 196.

On the 21st Sir Sidney and Mr. Wright left Rouen, under similar escort, accompanied by two aids-de-camp of General Huet, of good-humoured disposition and decent behaviour, and arrived at Paris the 22d. Having breakfasted, they were conducted to General Hatry's—who was puzzled to know what to do with the *English Monsters*—an appellation, in Paris, sufficiently ominous. Their treatment, hitherto, might have been the mere result of personal humour or disposition—they had now sufficient reason to believe it officially authorised.

Letters of consultation immediately took place between the general and M. Petiet, minister of war, which ended in their being conducted by General Chenier and a legion of dragoons to the military prison of the Abbaye, where Mr. Wright, and his captain, were confined in separate cells, under the scandalous regime called *Secret*. Here Mr. Wright was allowed no intercourse with any human being except a gen-d'arme (by whom he was *gardé à vue*) and the concierge, whose behaviour rendered it not very desirable. He was thus guarded, and occasionally questioned with all the strictness and severity of the Inquisition—he was not allowed a razor; nor, except at meals, a knife. Permission, after some time, was obtained, that a barber might shave him, under the ludicrous exhibition of a *chef de battalion*, and a file of mousqetaires, superintending the operation. In consequence, however, of an application to the minister of war, an intercourse with Sir Sidney, of two hours a day, and the use of razors, were, by indulgence, granted. On the 3d of July, our two captives were removed to the Tower of the Temple.*

Such was the unfortunate consequence of this daring enterprise, from which three questions naturally arise, which are thus stated and considered by Mr. Wright:—

1st. "Ought a commander of a squadron to risk his own person on detached service?

2d. "Was the capture of the Vengeur lugger an object of sufficient magnitude to authorise the attack in her own port?

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* In the tower of this prison are detained those who are accused of high treason. The buildings which filled its enclosure have been in part demolished, and some streets have been opened which communicate with those of *La Corderie*.

3d. "Did the circumstances of her situation, wind, weather, and tides, afford a reasonable prospect of success in the attack?

"As to the first. It is answered, that, in a squadron on service of peculiar activity and hazard, wherein much more is expected both of officers and men, this is usually required in the ordinary routine of cruising service; it is not only allowable, but it is the duty of a commander to be himself foremost, wherever his presence may appear to be most necessary at the time; and to command by example; as well to inspire emulation and confidence, as to silence those (some of whom are to be found in every body of men) who hold language tending to discourage enterprise, by magnifying the danger, and diminishing the value of the object pursued: for it is impossible to answer such by argument, without entering into a debate that would be subversive of subordination, and that prompt obedience, which form the very essence of the naval strength of the country. A lieutenant might perhaps have been detached on this particular occasion, had there been one on board fit for duty; but the first lieutenant was gone home from Herqui with despatches, the second lieutenant was sick, the third lieutenant had been ill, and kept watch from the necessity of the case, though unequal to any great exertion; the acting lieutenant, though equal in courage to any service, was considered too young to command; the master, an excellent pilot, was better left in charge of the ship, than detached.

"The squadron being extended along the coast from Jersey to Havre, the Diamond *was alone* on this eastern point of the station, having directed her course thither for the express purpose of intercepting privateers, of whose depredations information had been received, both from the shore and from the Admiralty officially.

"As to the second question.—This capture was of the more consequence, as the squadron had so effectually blockaded the enemy's ports within the limits of the station for the year past, that no capture had been made by the enemy in the channel during that time, till those recently announced; which had given our coasting trade such a degree of confidence, that they frequently ventured without convoy. The Vengeur had been the most successful cruiser during the preceding week: this had been learnt by the recapture of one of her prizes, whose prize-master represented her captain as very enterprising, and well acquainted with the English coast. She had narrowly escaped the Syren, who had chased her into Isigny river: at that time her light draught of water, and superior sailing, proved it to be impossible she could ever be captured, otherwise than by being boarded during a calm, by boats. She was discovered at an anchor in the inner road of Havre, evidently ready to start on a fresh cruise. The Diamond having been near four months at sea, her provisions and water were so much reduced, that she was unable to remain off the port to watch the Vengeur, and there was no lugger in the squadron to perform this service. Add to this, a rendezvous was given for all the ships to meet off Cape Barfleur three days afterwards, for a particular indispensable service; two of the squadron being gone to Portsmouth, to bring over the necessary supplies to that rendezvous; so that every thing prompted the necessity of not leaving this active enemy's cruiser at liberty to come out and commit new depredations, during the forced absence of the squadron from the eastern extremity of the station, and in short, of cutting her out at once, if possible. This leads to the

"Third question; as to the prospect of success.—The boarding a vessel of force in boats, is reckoned so hazardous by many naval officers as not to be attempted. The attacking party are necessarily obliged to row up under her fire, and must expect to meet a vigorous resistance from a greater number of men than they can bring to one point, who have at the same time the advantage of standing a few feet more elevated than the men in the boats: it is therefore advisable to choose a moment when she does not expect an attack, and to approach within at least musket-shot unseen, before the alarm occasions her fire to open. This moment offered, with every circumstance that could be wished. The security the lugger's people could not but feel, lying under the protection of several batteries, rendered it probable they would be unprepared, thinking an attack unlikely. The calmness of the weather was favourable to the approach of boats, and the moon being obscured by clouds, afforded a degree of light suitable to such an enterprise. The little air of wind there was being from the sea, occasioned the lugger to be windward of any thing that might come out from Havre Pier: it was necessary, however, to wait till the ebb was done, against which the boats could not pull to where she lay. A person not acquainted with the peculiarity of the

Havre tides, will naturally ask—Why not go in with the last of the flood, and come out with the first of the ebb, taking the slack water for the operation of boarding?—To obtain a conclusive answer to this question, it is sufficient to consult the *Petit Neptune* where the peculiarity of these tides is remarked and accounted for. The first of the ebb coming down the Seine, meets the channel flood and stops, making three hours slack water and full tide at Havre Pier and in the Basin: the first drain of the ebb-tide in the inner road, partakes of the direction of the flood still running with rapidity in the Channel, so that the muddy waters of the Seine are carried up to, and round Cape La Heve; in which case the lugger being cut from her anchors at the first of the ebb, in little wind, must have drifted under the new battery of Cape La Heve, and very slowly passed it; whereas the first of the flood setting southward to fill Toque and Dive rivers, and partaking of the direction of the Channel ebb, would carry her directly from all the batteries of Havre, when once clear of the pier tide. This moment was therefore chosen, and likewise because the two gunboats, which had been ordered to follow the Diamond, and keep close in-shore, were likely to be by that time off Dive. Every part of this calculation answered, except that of the arrival of the gun-boats, whose protection was looked for. One untoward circumstance happened, which was, the cable being cut by the enemy during the contest, before the boats were a-head to tow, or the sails set to catch the light air of wind from sea; consequently the vessel remained longer in the partial tide setting round the pier head, than would have been the case had she been got under weigh properly, and this occasioned her to drift to leeward of the pier. It is evident she must otherwise have been so far to windward of the pier in her stretch off, as to keep the weather-gage of whatever might come out of Havre on the alarm of the firing, at an equal distance to that she was to windward of at getting under weigh, which would have rendered her being cut off impossible. As it was, the capture was made without loss, the prize was brought from under the guns of Havre, without molestation, and anchored on the Harfleur shore; after which Sir Sidney put off to return to the Diamond in his boat, and had made considerable way, when the enemy's vessels came out of Havre: he then returned on board the lugger, determined to defend her if possible till the north-east tide made. The boat in which he returned escaped afterwards, as did the launch; so that if he could have considered his personal safety alone, and have deserted those whom it was his duty to encourage by his example and presence to such a degree of resistance as might extricate the whole party, he might have got safe off: but after the first shot, flight is out of the question for any man of honour, and particularly a commanding officer. The defence was prolonged while there was the smallest hope of extrication, and if there had been more wind, the lugger would have been brought out, having beat off the first assailants."

The following series of original letters, which have been kindly communicated to us by a friend of the deceased hero of this history, will afford a lively picture of the relative anxiety and injustice suffered and imposed by these unfortunate gentlemen and their implacable and malignant enemy, contrasted with the gratifying instances of private respect and friendship.

The first is, we believe, an answer to Mr. Wright's initiatory letter of remonstrance, which he had addressed to the minister of marine as a British naval officer and prisoner of war; but it appears his prison might have intimated the character which as a prisoner he bore in the eyes of the Directory:—

Bureau
de
Secretariat.

Liberté. *Egalité.*

Paris, le 23 Thermidor, an 5 de la Rèpublique
française, une et indivisible.

Le Ministre de la Marine et des Colonies, à Monsieur Wright.

Je reçois, Monsieur, la lettre que vous m'avez fait l'honneur de m'écrire. Je dois vous prévenir que le ministre de l'intérieure se trouvant chargé de tout cequi a trait à l'administration de la Tour du Temple, c'est à lui à qui vous devez adresser vos réclamations; et je ne puis que desirer qu'elles soient fondées.

Pleville Lepeley.

(TRANSLATION.)

Paris, 23d Thermidor, 5th year of the Republic.

The Minister of Marine and Colonies, to Mr. Wright, Officer of the English Navy.

I have just received, Sir, the letter which you did me the honour to write to me. I have to inform you, that the minister of the interior, being charged with whatever concerns the administration of the Tower of the Temple, it is to him you are to address your reclamations; and I can only hope they may be founded.

(Signed) Pleville Lepeley.

Among the number captured in this unfortunate enterprise, was a youth whose family Mr. Wright had been intimately acquainted with in Russia, and who was placed under his peculiar care. He had been left with the other prisoners at Rouen, wounded. Mr. Wright had to the utmost of his power provided for his comfortable accommodation there, and in answer to a letter he had written to him from Paris, he received the following :—

MY DEAR SIR, *Rouen Hospital, August 11th, 1796.*

I am almost ashamed to say, I received your letter, dated 12th June (though some time after its date), thinking you should suppose me, before you read, and before I vindicate myself, not only indolent, but ungrateful, in not answering the letter of so kind and generous a friend—I cannot help remarking something in your's, where you mention, that a company of comedians, that overtook you in your journey to Paris, informed you that I was dead; if it had been so, why should my dear Mr. Wright load himself with anticipating its effects on my family, in *Russia*. On my return home, I heard of our valiant and brave commander, Sir Sidney Smith; unknown to any one, I wrote; I begged to be with you, and under the command of Sir Sidney, which, by your intercession, was granted me: under that same command I was wounded, and had the honour (if I may esteem it so without disobliging) of being taken prisoner with him. Oh! my dear Sir, how happy did it sound to my ears, even in the midst of agonies, that neither my dear captain nor you were wounded on this occasion; I really assure you, it was a better balsam to my spirits, than all they could have done to me. The officer that accompanied you to the hospital, and with whom you left ten louis d'or for my use, behaved to me in a manner I had no reason to expect, with attention, generosity, and benevolence; but the lugger he commanded was ordered away about five or six weeks after; I lost one friend there, but I found another, who behaved to me with the same assiduity; I never had so good an opinion of the French as I have at present (there are some exceptions, we all know); and at a future time, when we have the pleasure of meeting again, we can relate our *different* tales. I hope Sir Sidney, and my dear Sir, are at present suffered to be together, as that will, I am certain, not only alleviate their captivity, but in short pass away many tedious hours, which would otherwise have appeared long and gloomy; your constant and amiable companion, a book, will, upon all occasions, and trials, be a kind of alleviation to your sufferings; but when a friend so dear to us is nigh, and we not able to approach him, or have any intercourse with him, what never-ceasing pain can we compare to it; in my real opinion, none.—Mr. and Mrs. Usborne, with Mr. Hose, desire to be remembered kindly to you; I have at present no more to say, only acquainting you, that my wounds, with Gilchrist's, will soon be well; at the same time hope Sir Sidney and you enjoy the same health as I and Gil. at present do. Give my sincere compliments to Sir Sidney, with my love to yourself.—I remain, my dear Sir, your ever affectionate and obedient servant,

Charles Beecroft.

P.S. If possible write me an answer—I hope Bromley is as well as when I last saw him.

The charge of Sir Sidney Smith was of a much more extensive nature, and his concern for the due execution of the duties it imposed on him was commensurate. We see his first attention directed to the negotiating a supply of money to that division of his unfortunate ship's company who were prisoners at Rouen, with a Mr. Gautier, who thus expresses himself, in answer to an acknowledgment of his kindness by Sir Sidney:—

SIR, *28th August*, 1796.

You much overrate the most trifling civilities. Believe me, Sir, you will truly oblige me, by making a very free use of my library. If a variety of books at hand is ever convenient, it is, no doubt, peculiarly so in solitude: I only wish to know which will most please you. I return to M. Lasne the double receipt which he had given me for 480*l.* I am surprised that those which I had desired my friend at Rouen to take from Messrs. Phillips and Knight, for 480*l.* each, paid your order, and for your account, are not yet come to my hands. My friend answered me without loss of time, that he would pay the money, and lend books and any assistance in his power to those gentlemen.

As soon as these receipts are come, I shall have the honour to send them to you, through Mr. Lasne.

I beg, Sir, you will be so good as to receive the assurance of my perfect regard, and sincere desire of rendering your confinement as tolerable as confinement may be to a man of spirit.

Sir Sidney Smith, prisoner of war.

Restricted, as Mr. Wright now was, from all personal communication with his friends, it perhaps added both to the ardour and industry of his epistolary correspondence, by which he communicated his good wishes and concern for his absent companions and fellow-captives; he had again written to his young protégé, and was thus immediately and respectfully answered :—

Seminaire St. Necaisse, Rouen Prison,
MY DEAR SIR, *September* 22, 1796.

I had the happiness of receiving a letter, dated 7th September, on the 19th instant, from my dear and affectionate friend, Mr. Wright, which I assure you was of great consolation to me, in hearing of the health of my beloved Sir Sidney and friend. My dear Sir mentions in his letter of an occasional correspondence with me, which I hope will be permitted (at present I even enjoy those pleasant thoughts); you justly point out, our communications are not likely to be of a nature to influence the fate of Cato, or of Rome : I hope I never shall be that unfortunate person to hear of so wretched an end, especially when only innocence and instruction is meant to impart a benefit to a boy, and at the same time some little amusement to you in your gloomy and solitary abode; and would perhaps appear more than a little, if you conceived how determined I am to follow the example of so amiable and excellent a friend, certainly no one can esteem it less than its being both *noble* and *generous* in you, in wishing and partaking in that *constant* trouble to admonish the deep defects of a young man, who never had it in his power to shew you the least gratification for all your goodness; this I will strive to do, to make it ever my ardent study and pride, to follow the examples presented to me in your affectionate favour of the 7th instant. Let me beg of my dear Sir, to excuse the extracts I have made, as I am well aware I can copy after no one with more propriety. We are all very well; our men, with the masters and mates of merchantmen, indeed every sailor, departed this place last week for Evreux : it is about 30 miles from here, in the country, I believe rather nigher Paris. I go to the hospital every day, and am dressed twice a week; I left it by my own wish and desire, and the real consent of the surgeons, as the fever, and other disorders, were, and chiefly are, very prevalent in such abodes; I was more afraid of having the former than any other, therefore begged to be with my companions at this prison; this I purchased, and was granted me : I thank God I at present enjoy very good health, likewise all my brother captives. Gilchrist is at present in very good health, and expects to be out of the hospital in the course of a month; he will walk, but must have a high-heeled shoe; Christmas is gone with his comrades to Evreux; he is very well; Ingram is the same, but remains here, having left the hospital when his shipmates had quitted this place. Mr. Knight and all of us desire their respectful compliments to Sir Sidney and you, and hope that our brave commander and friend enjoy their usual health; Mack's compliments, and would be glad to know in your next letter whether his fellow-servant, Bromley, is well. You may depend upon it I will inform Mr. Hose of your wishes the first opportunity, which I expect will be immediately. If Mr. W. can by any means pass a small supply to me, I shall be very much obliged to him; the hospital, I am certain, runs away with more money than being in a prison, where we have to find every thing ourselves; the reason is as follows, bribery on all sides, &c. &c. &c. I hope both Sir Sidney and you are as happy as the nature of your captivity, and the severity of your confinement, will allow. Write to me again, my dear Sir, as soon as possible; at the same time let me entreat of you to send me a letter full as long as the other, if you can do it without molestation.

Believe me to be, my dear Sir,
Your most obedient and affectionate servant,

J. W. Wright, Esq. Secretary to Sir
Sidney Smith, K.S. at Paris.

Charles Beecroft.

In the month of October, Mr. Jackson arrived at Paris. Mr. Wright having heard of his arrival, and supposing it to be in the character of ambassador from his Britannic Majesty, immediately wrote to that gentleman, stating his condition, and desiring his interference with the Directory, for the procuring him to be placed in a state of exchange as a prisoner. The letter was inclosed in an envelope, addressed to the minister of war as follows:—

MONSIEUR, *A la Tour du Temple*, 8 *Octobre*, 1796.

L'arrivée d'un ambassadeur de Sa Majesté Britannique, ne peut manquer d'être un événement de beaucoup d'intérêt à un prisonnier comme moi, detenu depuis six mois dans la solitude, et privé de la faculté de voir son ami: vous ne serez donc pas surpris Monsieur, que je m'adresse à vous, comme la seule personne dont la conduite ait démontrée le désir d'adoucir cette dure captivité; et comme la voye légitime, par où doivent passer mes réclamations.

Vous me ferez un plaisir sensible, en fesant parvenir la lettre cy incluse, à son adresse:—vous y verrez l'éxposée de ma véritable position; et j'espère que vous ne trouverez, dans cette démarche, que le droit de celui qui souffre par l'injustice, ou par erreur, de chercher la redresse de ses griéfs, de la main qui s'étend pour la lui portér.

J'ai l'honneur d'étre, avec beaucoup de reconnoissance et de considération, Monsieur, votre très humble et très obéissant serviteur,

Mons. le Ministre de la Guerre, Paris.

J. W. Wright,
Officier de la Marine Anglaise.

SIR, *Tower of the Temple, Paris, 8th October,* 1796.

The character of a British officer will be a sufficient apology for this letter, and ample claim to the interest and protection of a British Ambassador.

I was captured on the 18th of last April, off the port of Havre, with a small detachment commanded by Sir Sidney Smith, from his Majesty's ship Diamond.

It will be needless to trouble you, Sir, with details of the action, as the principal circumstances of it have no doubt transpired through the medium of the English newspapers: but it may be necessary to say cursorily, that the conduct of all the officers, and seamen, received liberal praise from their captors, and was such as could furnish no reasonable pretence for a deviation from the usual treatment of prisoners of war.

I have to complain of a violation of the law of nations, in the persons of Sir Sidney Smith and myself, by an unexampled imprisonment, under the *regime* denominated *Le Secret*, implying solitary confinement, and privation of all society and communication.

I have endeavoured ineffectually, on several occasions, to provoke a declaration of the motive for this unusual rigour towards prisoners of war; the more unaccountable, as it even surpasses the severity exercised towards state prisoners, at present under this roof, who are permitted intercourse with each other, and their friends from without.

There is reason to fear, that this treatment may have influenced opinion, in a manner that will require individual justification of ourselves to the country, and to our friends; but there can be no doubt, that the bare recital of these circumstances to you, Sir, will beget a more than common interest on this very delicate subject, and produce a demand for my being exchanged, in a manner that shall efface evil impressions.

I have the honour to be, with great respect, Sir,

Your most obedient and most humble servant,

J. W. Wright.

H. E. Jackson, Esq. Ambassador from
H. B. Majesty, Paris.

Deprived not only of his liberty, but of all society, Mr. Wright had demanded of his keeper, M. Lasne, copies of the orders under which he imposed such severe restrictions. These M. Lasne positively refused to grant, and his refusal induced Mr. Wright to apply to the minister of war.

MONSIEUR, *A la Tour du Temple, 10 Octobre,* 1796.

Dans le dessein d'employer le peu de moyens que ma malheureuse position me laisse, afin de percer à travers le mystère du régime inquisitorial sous lequel je gémis depuis si long tems, je viens de demander au concierge de cette prison, copies des ordres par lesquels il est tenu de me garder au secret et de me priver de toute communication avec mon ami Sir Sidney Smith, et avec tout le monde en général :—copies qu'il a cru de son devoir de me refuser.

La confiance Monsieur, que j'ai dans l'opinion qui vous attribue l'amour des principes, aussi-bien que les rapports qui doivent exister entre le ministre de la guerre, et un prisonnier de guerre, m'indiquent cette voye de réclamation sur tout ce qui concerne ma captivité : d'après ces raisons, je prends la liberté de vous prier de vouloir bien authoriser Monsieur Lasne de me donner copies de mon ecroué, et des ordres par lesquels il me tient sous le régime du Secrêt, et me prive de toute communication avec Sir Sidney Smith.

Je demande aussi qu'il me soit permis de voir Monsieur Jackson (ministre de sa Majesté Britannique, maintenant à Paris) à sujet de mon imprisonnement, et pour des affaires d'un intérêt particulier, concernant ma famille.

Je vous prie d'avoir la bonté de me faire savoir si la lettre que j'ai pris la liberté de vous envoyér à l'adresse de Monsieur Jackson, ainsi que celle pour Monsieur Beecroft, à Rouen, il y a quelque tems, a été remise.

J'ai l'honneur d'être, &c.

A Monsieur le Ministre de la Guerre,
à Paris.

J. W. Wright,
Officier de la Marine Royale d'Angleterre,
Prisonnier de Guerre.

To this Captain Wright received a polite answer, enclosing a copy of a letter from the minister of the interior, stating that the Directory had expressly ordered his separation from Sir Sidney, &c.

It is probable Mr. Wright's information respecting Mr. Jackson had been incorrect, as it does not appear, that to his letter, dated the 8th of October, he had received any answer on the 15th, on which day, as in doubt of his correctness, he addressed the following letter to his Britannic Majesty's ambassador at Paris, without name :—

(SECRET.)

SIR, *Tower of the Temple, Paris, 15th October, 1796.*

You will receive a letter in this hand-writing, written under the impression that Mr. Jackson was appointed ambassador from his Britannic Majesty to this country : it contains a complaint of a violation of the law of nations, in the persons of Sir Sidney Smith and myself, by inquisitorial imprisonment, after capture as prisoners of war; and a request that measures may be taken to restore us to the service of our country.

I will not hazard a supposition that it is necessary to qualify a request of that nature from a British officer, by an apology to you, Sir; persuaded that you will feel a strong interest in defeating the sinister intentions of an ungenerous, revengeful, and implacable enemy.

We are confined in separate apartments of this prison, deprived of all intercourse with each other, and even threatened with additional severity, if we break the silence imposed upon us towards the military guard, whose commiseration of our sufferings manifests itself during the hours devoted to solitary exercise in the court-yard.

I have frequently heard the term hostage applied to us, and it has been hinted that our captivity will last until the end of the war: but I am otherwise utterly ignorant of the motive for this unexampled detention, having in vain endeavoured to penetrate the mystery, and provoke a declaration on that subject.

I have the honour to be, very respectfully, Sir,
Your most obedient humble servant,

J. W. Wright,
Late of his Majesty's ship Diamond.

To his Britannic Majesty's
Ambassador, Paris.

Mr. Wright's communication to the British ambassador having been made through the medium of the French minister of war, the assurance of his letter being transmitted by that gentleman to the minister for foreign affairs, in order to its being ultimately delivered to the English envoy on his arrival at Paris, is thus stated:—

Division.

Bureau
de Correspondence Secrette.

Nota. *Les réponses à faire au Ministre, doivent relater exactement la date des lettres qu'on en a reçues, et porter en marge l'indication ci-dessus du Bureau, afin d'éviter tout retard dans l'expédition des affaires.*

Liberté. RÉPUBLIQUE FRANÇAISE. ARMEES DE TERRE. *Égalité.*

Paris, le 24 Vendemiaire, an 5 de la République Française, une et indivisible.

Le Ministre de la Guerre,

À Monsieur Wright.

J'ai reçu, Monsieur, la lettre que vous m'avez adressée pour l'envoye d'Angleterre je l'ai transmise aussitot au ministre des relations extérieures en l'invitans à la lui remettre à son arrivée à Paris.

Petiet.

Having demanded an official acknowledgment of the authority under which Mr. Lasne exercised such extraordinary restrictions, the minister of war had forwarded to Mr. Wright a copy of a letter from the minister of the interior, satisfying him as to the source of that authority. Of this prompt attention to his request, Mr. Wright immediately expressed his due sense, accompanied by some strong remonstrative objections against the injustice of the order that subjected him to such unprecedented rigour :—

MONSIEUR, *À la Tour du Temple*, 26*th Octobre*, 1796.

J'ai l'honneur de vous remercier de l'attention que vous avez bien voulu avoir à ma demande, en m'envoyant avec vos deux lettres en date du 24 Vendémiaire, copie d'une lettre de Monsieur le Ministre de l'Intérieur. Cette piece officielle, m'eclaire sur la source de la rigueur qui caracterise ma détention, quoiqu' elle ne m'en donne pas les motifs.

Je croyois le régime du Secret, aussi étranger à la constitution de France, que je le connois incompatible avec le droit des gens, et contraire aux usages de la guerre entre nos nations respectives.

Il conviendroit peut ètre peu à ma position, où le droit du plus fort est contre moi, de récuser la compétence de l'autorité d'où est émané l'ordre de me garder au secret : mais je ne suis pas assez pusillanime pour me taire sur l'injustice de cet ordre à mon egard. En conséquence, je réclame, Monsieur, votre protection comme ministre de la guerre : et j'ose me flatter, que la manière dont je me suis acquitté de mon devoir envers ma patrie, et ma conduite personelle envers de nombreux prisonniers Français, n'offrent rien qui peut affoiblir mes titres aux indulgences que l'usage a accordé jusqu' ici aux prisonniers de guerre.

Je prends la liberté de vous réitérer, Monsieur, ma demande, qu'il me soit permis de voir S. E. Monsieur l'Ambassadeur d'Angleterre, qu'on dit ètre arrivé à Paris.

J'ai l'honneur d'ètre avec reconnoissance et considération,
Monsieur, votre très humble serviteur,

Monsieur le Ministre de la Guerre, Paris.

J. W. Wright,
Prisonnier de Guerre.

The situation of Sir Sidney Smith was characterised by the same depressing course of privation ; and if any thing could reduce the mortification of it to the mind of Mr. Wright, it must have been the fortitude with which his friend and commander endured it. The kindness of individuals was, however, a direct contrast to the inflexible severity of directorial despotism—that of Mr. Gautier is especially evident :—

Mr. Gautier regrets that Sir Sidney Smith did not send oftener for further supplies of books, and of any thing in his power which might be agreeable or useful He has the honour to send him some of the books which he mentions in his notes, and a couple of others. He begs that Sir Sidney Smith will be so good as to put on a sheet of paper the titles of those which would be most agreeable to him, with a mark to those which he should prefer; and he hopes to find many of them in his library, to all which Sir Sidney Smith is perfectly welcome.

Mr. Lasne will deliver to Sir Sidney the receipt for 960*l.* at Rouen, which had been sent to Switzerland. It should appear that some further supply of money would be very welcome to the young men at Rouen, at least Mr. Achard intimates it to Mr. Gautier, who begs Sir Sidney will not stick at the sum stipulated in the letter of credit from Switzerland, but to exceed it if he thinks it convenient, as being also perfectly welcome to this supply of fund.

Paris, 29th October, 1796.

The civilities of the minister of war, and his ready attention to the requests of Mr. Wright, induced him again to avail himself of his kindness for the transmission of another letter to the British ambassador (who it now appeared was Lord Malmesbury) which he enclosed in the following envelope:—

MONSIEUR, *À la Tour du Temple,* 30 *Octobre,* 1796.

Je prends la liberté de vous prier de vouloir bien avoir la bonté de faire remettre la lettre cy incluse au Lord Malmesbury: je desire, Monsieur, qu'elle ait l'effet de diminuer la nécessité où je me trouve, de vous importuner si souvent.

Agréez, je vous prie, Monsieur, les sentimens de reconnoissance, et de respect, avec lesquels j'ai l'honneur d'être, Monsieur, votre très humble serviteur.

J. W. Wright.

À Monsieur le Ministre de la
Guerre, à Paris.

MY LORD, *Tower of the Temple, Paris, 30th October,* 1796.

I have the honour to lay before your Lordship a brief statement of a case, the peculiarity of which cannot fail to beget an interest to second my solicitation, that your Lordship will be pleased to take such measures as may conduce to my relief.

I was captured in April last, off the port of Havre, with Sir Sidney Smith, and a small detachment from H. M. ship Diamond, Our treatment was, at first, such as might have been expected from brave men, who were incapable of resentment towards a vanquished enemy: but the imprisonment of my friend Sir Sidney, and myself, has since assumed the character of criminal punishment, by secret and solitary confinement and separation, with the most rigid interdiction of all intercourse with mankind whatsoever, except the persons appointed to execute the orders of the Directory.

I need not, I am persuaded, urge your Lordship further on this subject: thus much seems necessary, to found an official claim, at least, to the indulgencies allowed to prisoners of war, and to prevent any misinterpretation of silence on my part, at a moment the most proper to provoke an honourable investigation of my personal conduct, as an officer in the service of my country, should that measure prove necessary, to set characters in a fair light, which calumny may have endeavored to blacken.

I have the honour to be, with great respect, my Lord,
Your Lordship's most obedient and most humble servant,

Right Hon. Lord Malmesbury. J. W. Wright.

To this letter his Lordship immediately replied :—

SIR, *Rue et Hotel Grange Bateliere, Nov.* 4, 1796.

I have duly received your letter of the 30th October, and also one addressed to Mr. Jackson; I beg to assure you, that I enter most feelingly into your situation, and that I will take every means in my power as minister here, to procure you the indulgences you are so justly entitled to. I should be not only deficient in my duty, but act in contradiction to my own private principles, if I acted otherwise ; it will be, perhaps, some consolation to you to hear this, but it would be a much greater to me if the government of this country attend to the representations I have made, and shall make them on the subject.

I am, Sir, most truly and sincerely,
Your obedient humble servant,

Malmesbury.

This letter, written in terms as consolatory as the noble writer's experience of the French Revolutionary character in the chiefs could sincerely warrant, was answered by Mr. Wright with an additional request in favour of his young friend Beecroft, inclosed in the following to the minister of war :—

MONSIEUR, *À la Tour du Temple,* 9 *Octobre,* 1796.

Je viens recevoir une lettre du Lord Malmesbury, en reponse à celle que vous avez eu la bonté de lui faire remettre de ma part ; ayez la complaisance, je vous prie, Monsieur, de lui faire passer la lettre cy incluse.

J'attends avec sollicitude, une prompte occasion de vous temoigner de vive voix, les sentimens de reconnoissance, de respect, et de considération, avec lesquels

J'ai l'honneur, d'être, Monsieur,
Votre très humble serviteur,

À Monsieur le Ministre de la Guerre,
à Paris. J. W. Wright.

MY LORD, *Tower of the Temple, Paris, 9th November, 1796.*

I have the honour to acknowledge the receipt of your Lordship's kind letter of the 4th November, which has been this moment delivered to me. The expressions it contains are too unequivocal to fail in conveying consolation to the full extent your Lordship kindly intended; and offer too strong a proof of the private, as well as public, interest my situation has excited, not to inspire the most implicit confidence that your Lordship will use every exertion in my favour. I shall therefore be patient, and forbear to be further importunate on this subject: but there is another, of deep private concern to me, on which I hope for your Lordship's indulgence to my solicitude, as it respects a gallant young man confided to my care by his family, and received on board the Diamond as midshipman, at my recommendation, to my friend Sir Sidney Smith. His conduct has, on several occasions, attracted favourable notice, but never more than during the last action, wherein he was severely wounded. He is now a convalescent, as I understand, at Rouen, exposed to a contagious fever, which has been fatal to numbers in the hospital at that place. One of the young gentlemen taken with us, has lately been permitted to go to England on parole, on condition of procuring the exchange of a French officer of the same rank, specified by name; or returning himself, should he fail of success. My object is to obtain a similar indulgence for my young friend, Mr. Charles Beecroft, through your Lordship's kind interference, for which I shall feel a lasting obligation.*

I think it my duty, in this place, to express how much I am obliged to the minister of war, for a polite attention to my complaints on all occasions, which has been dictated, I doubt not, by a desire to soften the rigour of my confinement, as much as lay in his power.

I have the honour to be, with the greatest respect and gratitude,
My Lord,
Your Lordship's most obedient and most humble servant,

Right Hon. Lord Malmesbury,
&c. &c. Paris.

J. W. Wright.

A copy of this letter as far as,* was sent through the hands of the minister of marine; Lord Malmesbury's letters having come through that channel; the following is its envelope to that gentleman:—

MONSIEUR, *À la Tour du Temple, 9 Novembre, 1796.*

Je viens de recevoir la lettre que vous avez bien voulu m'envoyer de la part du Lord Malmesbury, dont j'ai l'honneur de vous remercier.

Je vous prie, Monsieur, d'avoir la complaisance de lui faire parvenir ma reponse.

J'ai l'honneur d'être avec respect, Monsieur,
Votre très humble serviteur,

À Monsieur le Ministre de la Marine
et des Colonies.

J. W. Wright,
Officier de la Marine Royal d'Angleterre,
détenu au Secret !!

The doubtful tenor of Lord Malmesbury's letter as to the success of his interference, appears to have been sufficiently warranted by the event—it produced not the smallest mitigation. In the meanwhile, Mr. Wright's correspondence with his friends at Rouen, afforded him the occasional gratification of reading and writing the sentiments of friendship in adversity, a predicament which seems to have rendered it more ardent in expression, if not more sincere in principle—the following is from Mr. Knight:—

Seminaire St. Necaisse, Rouen Prison,
December 2d, 1796.

DEAR SIR,

With sincere pleasure I have just received your friendly favour of the 19th November. I am sorry it has been so long in reaching me: however, its contents did not lose their desired effect, it certainly removed a troublesome thought; would that it had been long enough to have destroyed the whole scheme of so unfriendly a neighbour; I am very sorry to find, you have not received my last letter: I hope this will afford some consolation; and from your expressing a wish to know the state of the wounded, I mean to give a short but correct account of their situation. Beecroft is perfectly well; in fact, at present, he does not come within that painful list, at the same time, the present weather, and approaching season does not, neither will it, prove favourable to his hand, the skin being at present very tender; and, of course, not capable of bearing the assaults of the weather: poor Gilchrist, after his long and tedious illness, is at last with us in prison: his leg is perfectly well, the fever likewise has left him, but he still remains very weak. I am loath to dwell long on so disagreeable a subject. I hope ere long we shall be able to make the conversation more pleasing, and the subject more like nature: I am unwilling to launch in on a particular part of yours, where the harsh word *fate* struck me with surprise; I mean to dwell a little on that head, especially as my memory is strengthened from the recollection of that ever great and wonderful Philosopher Socrates. The remembrance of that great divine does to me, and I dare say to every one add a kind of christian fortitude that will always get the better of the little threats and menacing peevishness of a set of people, under whose hands we have been so unlucky as to fall, I can only say on that head, if you have not experienced their contempt and horrid treatment, I have; at the same time, I wait the arrival of the blissful hour of our departure hence; and I find patience the best medicine for a complaint of that nature: the concluding lines of this to me is the most painful, and especially when mixed with the thoughts of your statement of Sir Sidney's indisposition: allow me to say, in this, that the thoughts of that invulnerable hero never shall be effaced from the heart of one whose constant and uniform behaviour ever did bespeak, I trust and hope, his wish to please: you will be pleased to make my best respects to Sir Sidney, if possible, and likewise accept the same yourself: my companions join with me in the same sentiment.

I am, dear Sir, with the greatest affection,
Your most sincere friend, and obedient servant,
Wm. Knight.

P S. In answer to your last request, I am happy in having it in my power to say, that a general exchange appears likely, from what I daily hear.

About the beginning of December, 1796, Mr. Wright was brought before the Juge de Paix de la Place Vendôme, who, after reading an Act of Accusation, signed Barras, charging him with an incendiary attempt on the town and port of Havre de Grace, "de concert avec Sir Sidney Smith," proceeded to the following interrogatories:—

Juge de Paix.—Vous estes sommé de déclarer votre nom, prénom, age, lieu de naissance, &c. et de repondre aux questions que l'on va vous demander.

J. W. Wright.—Je n'obéis pas à votre sommation: je ne reconnois aucune autorité en France en droit de m'interroger. Je suis prisonnier de guerre; les officiers auxquels je me suis rendu, sont en possession de mon nom, &c. Afin d'abréger l'interrogatoire que vous estes chargé de me faire subir, et de vous épargner, Monsieur le Juge de Paix, une peine inutile, je juge à-propôs de vous déclarer que je ne repondrai à aucune question qui peut avoir le moindre rapport au service de mon Roi et de ma Patrie: je ne refuserai cependant pas, de vous instruire par manière de conversation, des faits propres à reléver les calomnies que la malice a repandu sur nos intentions, et surtout sur la réputation de mon ami Sir Sidney Smith.

J. de P.—Votre ami a deja repondu d'une manière franche et satisfaisante: (vous connoissez son écriture) voilà son interrogatoire; il l'a signé lui-même: d'aillieurs la prémière question n'est que de pure forme, et la suite ne peut amener qu' à vous donner plus de liberté, à vous réunir à votre ami.

J. W. W.—Il y a près de huit mois que je suis enfermé *au sécret*, privé de toute communication avec Sir Sidney Smith; je ne l'ai pas vû depuis son interrogatoire; ses reponses ne peuvent par conséquent influer sur les miennes. Je suis devant mes énnémis; je dois m'en défier: mais comme la question est peu importante, et que je désire reléver les soupçons qui entravent si long tems notre liberté, je cède à votre réprésentation, à la reserve des affaires de Service. Je me nomme John Westley Wright, né à Corke, en Irelande, agé d'environ 26 ans, officier de la marine, et sécrétaire de Sir Sidney Smith.

J. de P.—Etiez vous à l'abordage du lougre le Vengeur, éxécuté par les canots de la frégate Anglaise le Diamant, et commandé par Sir Sidney Smith en personne?

J. W. W.—Oui.

J. de P.—L'unique intention de cette entreprise, ètoit-elle d'enléver le dit lougre?

J. W. W.—Oui: de l'enlever, ou de le détruire.

J. de P.—Sir Sidney Smith ne s'est il jamais travesti: a-t-il quitté sa frégate en uniforme: et pourquoi a-t-il abandonné son commandement?

J. W. W.—Sir Sidney Smith ne s'est jamais travesti; il a quitté son bord en uniforme à l'ordinaire; et n'a pas abandonné son commandement: il a toujours été à la vue des signaux, et à portée de commander par ce moyen.

J. de P.—N'aviez vous pas le dessein de bruler la ville et l'arsenal du Havre: et n'avez vous pas connoissance d'un fagot souffré que l'on a trouvé dans un de vos canots après votre rédition?

J. W. W.—On n'a besoin que de bombes pour bruler le Havre; comme le célébre Admiral Rodney l'a si bien démontré en 1759, lors des préparatifs pour une déscente en Angleterre: il est absurde de nous attribuer la préférence de risques personnelles, pour effectuer ce qu'il a fait sans difficulté, avec une force inférieure à la nôtre sous tous les rapports. Il est d'aillieurs injurieux d'accuser d'un tel projet, l'homme même, à la modération duquel le Havre doit son existence pendant plus d'un an. Mon ami est parmis les hommes les plus humains que je connois: l'incendie des villes, n'entre point dans ses projets, et ne se concilie point avec les orders-généraux de son escadre, réitéres à tous commandans de détachemens approchant la côte énnémie, de ne jamais tirer sur les habitations ni les personnes non-armées. Je ne crois pas que l'on puisse citer un seul exemple de contravention à ces ordres. Je ne sais rien de ce que l'on a pu trouver dans les canots, n'étant pas présent au moment où l'on fit la note de ces objets: au reste l'ordonnance de notre marine, exige, comme de raison, que tout détachement se pourvoie de quoi bruler ou détruire, ce qu'on ne peut enléver à l'énnémi.

J. de P.—N'avez vous pas connoissance du nommé ——— appartenant à l'équipage du lougre le Vengeur, que votre ami a voulu corrompre, en lui demandant des renseignemens sur le Havre, et les batimens qui en sortoient pour vous livrer bataille?

J. W. W.—Il faudroit savoir au juste, quelle latitude vous donnez au mot corrompre: je crois mon ami incapable de corrompre qui que ce soit: je n'ai nulle connoissance du fait: et il me semble que ceci ne regarde ni moi, ni mon ami, mais uniquement la personne corrompue, s'il y en avoit. Mon ami n'a pas besoin de demander des renseignemens sur le Havre, le connoissant parfaitement: pour les batimens, ils n'etoient distans que d'une demie portée de canon, et l'on n'avoit besoin que de ses propres yeux pour en prendre tous les renseignemens possibles.

J. de P.—N'avez vous pas connoissance d'un attentat fait par votre escadre quelques mois avant l'époque de votre capture, de bruler les frégates la —— et la —— en construction sur le chantier du dit port du Havre, par moyen de fagots souffrés trouvés sous les dites frégates, pareils à celui trouvé dans le canot dont il est fait mention ci-dessus?

J. W. W.—Je ne dois nul compte au gouvernement Français, des operations de l'escadre: il est impossible que je sache ce que l'on a pu trouver sur le chantier du Havre.

J. de P.—Votre frégate n'etoit elle pas de l'escadre de Sir John Warren, et sous les ordres de votre ami, à l'affaire de Quibéron; et n'étiez vous pas vous même de cette éxpédition?

J. W. W.—Je n'ai jamais eu l'honneur de servir sous les ordres de Sir John Warren: j'ignore par conséquent les détails de son éscadre. Mon ami a toujours commandé notre éscadre en chéf, depuis que j'ai l'honneur de servir sous ses ordres: nous ne fîmes pas partie de l'expedition de Quibéron.

J. de P.—N'avez vous pas vomi des émigrés sur nos cotes; débarqué des armes aux rébelles de la Normandie et de la Brétagne: n'avez vous pas insulté nos côtes pendant le cours de cette guerre?

J. W. W.—Je ne sais guères ce que vous entendez par le mot *vomi*: la question me paroit ridicule: ni ce que vous entendez par "insulter vos côtes." Nous avons rempli notre devoir, en détruissant votre marine et votre commerce, jusque sous vos battéries.

J. de P.—N'avez vous pas connoissance de divers versemens d'armes et de munitions faits par votre frégate pour le compte des rebelles de la Brétagne; et nommément, d'un débarquement de —— barils de poudre, et —— fusils, opéré près de port Malo, le —— n'avez vous pas embarqué divers armes et munitions à Jersey—le —— à dessein de les verser sur les côtes de France, aux dits —— rébelles.

J. W. W.—Je me referre à mos reponses précédantes, concernant l'incompetence du gouvernement Français de m'interroger sur les faits de mon service, et lés opérations de l'escadre.

J. de P.—La frégate n'a-t-elle pas appareillée le——dans la baye de Cancale, ou près des Isles Chosée, et n'est elle pas venue ensuite mouiller à St. Marcou dans la baye de la Hogue. N'avez vous pas été vous même à St. Marcou?

J. W. W.—J'ai été par tout où a été l'escadre, et nommément à Saint Marcou: au reste je me referre à mes reponses précedantes.

J. de P.—Ne connoissez vous pas les nommés——matelots appartenans à l'équipage de votre frégate (deserters, as Mr. Wright supposed, from the islands of St. Marcou) et les nommés —— (foreign names which he never heard of)?

J. W. W.—Je ne connois pas ces noms: d'aillieurs il est difficile de se ressouvenir des noms d'un nombreux équipage, et je n'en ai pas le rôle sur moi.

J. de P.—Votre ami écrit-il ses lettres lui-méme, ou est-ce vous qui les écrivez. Vous écrivez le Français?

J. W. W.—Mon ami écrit très bien le Français: je l'écris aussi. Je me referre à mes reponses précédantes quant aux affaires de service: au reste, j'ai partagé ses travaux et ses dangers, et je m'en enorgueillis.

J. de P.—N'avez vous pas écrit aux généraux des rébelles en Normandie; et votre ami n'entretenoit-il pas une correspondance et des rapports avec eux: connoissez vous les généraux des chouans; et votre ami n'en connoit-il pas? puisque il avoit une correspondance avec eux. J'ai beaucoup de son écriture (tenez, vous la reconnoissez, et surtout sa signature) et de la vôtre aussi. Ne connoissez vous pas nommément Louis Frotté, général en chéf des royalistes de Basse Normandie, et Lisière de Bas Maine; et ne lui avez vous pas addressé une lettre?

J. W. W.—Je ne connois aucuns des généraux des chouans, &c.: pour ce qui regarde mon ami, je presume qu'il aura repondu pour lui même: au reste, je me referre à mes reponses précédantes.

J. de P.—Vous etes sommé de déclarer si l'adresse sur l'enveloppe de cette lettre (écrite au dit Louis Frotté, par votre ami, le promettant un rendezvous sur le rivage, et des secours en faveur du Roi et des honnêtes-gens de la France) n'est pas de votre écriture; et si vous n'aves pas connoissance de la dite lettre, ainsi que de cette autre lettre chiffrée? Vous etes sommé d'expliquer cette dernière, ou de déclarer si la traduction cy jointe en est exacte. Vous etes demandé si vous voulez signer de votre main, les lettres et et l'enveloppe en question?

J. W. W.—La sommation est aussi impertinente, qu'elle est ridicule. Je n'examine pas ces papiers, et ne veux rien signer.

J. de P.—Etiez vous de la flotte qui est entrée à Toulon, et qui a ensuite brulé nos vaisseaux, l'arsenal, &c.?

J. W. W.—Non.

J. de P.—N'avez vous pas eu connoissance de cet événement, ou n'en avez vous pas entendu parler?

J. W. W.—Je voyageois en Russie à l'époque de cet événement.

J. de P.—N'avéz vous pas été prisonnier d'état à quelque part?

J. W. W.—Je n'ai jamais été prisonnier de ma vie, avant cette fois ci.

Whatever limits may be assignable to enmity in a state of warfare, it does not appear how, if all the interrogatories of the judge had been answered in the affirmative, they could have been considered as transgressed, either by Sir Sidney Smith, or Mr. Wright: if to take, burn, and destroy by the most effectual plans, be the ordinary means of subduing an enemy, what more could be made even of the allegations of the Magistrate. But tyranny is never at a loss for a plea to gratify its malignity—Sir Sidney and Mr. Wright had been active enemies, or rather active assertors of their country's cause—a sufficient warrant for a malicious Directory to insult them by a course of felonious punishment.

A few days after this examination, Mr. Wright received an additional testimony of respect from his young protégé:—

Seminaire St. Necaisse, Rouen Prison,
MY DEAR SIR, *December* 16*th*, 1796.

In reading your very friendly favour, dated 19th November, which has been long in reaching its destination, and addressed to Mr. Knight, it greatly surprised me; however, I will again with pleasure inform my dear friend Mr. Wright of the nature of my wounds, with the wounded, &c. in general; I will now acquaint you, that I have received your very affectionate letter, dated 19th November, which reached me on the 12th instant, sent by the commissary of marine, and will answer it precisely; in the first place, be not astonished when I inform you, that this makes the fourth letter I have wrote to my dear Mr. W. since his long and valuable favour (dated August), and at length had the happiness of receiving one, which relieved me from a state of the utmost anxiety and suspense; I trust this will sufficiently satisfy the uneasy mind of my dear friend (I mean concerning the wounded, &c.); it is my endeavour so to do, and ever will be my constant and ardent study, in any case whatever; so that I may in some small degree, if possible, shew myself grateful for your tender and affectionate regard towards me, &c. I trust one day or other something may occur, that my actions may prove conformable to my words; no more on this subject, but will look forward with the pleasing hope that my wishes may be granted me. I have left the hospital and surgeons entirely, and am no longer, I thank Providence, under the denomination of a convalescent, but these two or three late severe days my hand in particular has given me great pain; when my hand is thoroughly warm, I can use it perfectly well, and when the reverse, it is of no use whatever to me (except learning me to be patient). I am extremely well in health, and as happy as my situation will allow me here. Gilchrist has likewise left the hospital, and begins to walk a little without crutches; he is recovering very fast; I daily perceive an alteration in his strength and countenance; he desires his respectful compliments to Sir Sidney and Mr. Wright. I would inform my dear friend more fully concerning our situation, but am fearful if I do, this will never reach; I can only add, that it is almost impossible to be worse—sometimes we are permitted to go out, other times we have no access. We live very happy together, without any particular differences, excepting those that boys of our age are addicted to: at a future time I can answer you better on that subject. Selfishness I am convinced no one can accuse me of, and am so vain as to flatter myself, that my passion is greatly subdued. Let me beg of my dear friend one thing; *i. e.* do not expect too much from my application to the French language, consider I spent a long time at Havre Hospital, surrounded by English and Americans. Retired from hence, to a far more happy climate, Boxer, Morris, Mar, from Rouen, Howell, and two others, from Evreux. I was sorry to read in yours, of the unfavourable change in the health of our heroic and virtuous commander, Sir Sidney Smith, K.S. Be so kind as to present our respectful compliments to Sir Sidney, when you are able, and sincerely hope in your next more favourable news on that head; at the same time, we all join in love to Mr. Wright, and hope he is well—*Every thing shall be done the first opportunity.*—I give this to a gentleman in this town, whose name is Achard, and he will send it to Paris; the ordinary post, I find, is an unsafe channel. I will therefore thank Mr. Wright if he will contrive to remit by his hands (being the safest way) the sum of *three* or *four* pounds, as it will be of particular service to me at present; I trust it will be soon. Adieu, my dear Sir; may the celestial Deity pour down a happier new year than this has been to Sir Sidney and Mr. Wright, is the sincere and fervent prayer of your young friend.

I remain, my dear Sir,

Your most obedient and affectionate servant,

J. W. Wright, Esq. Paris. Charles Beecroft.

A somewhat curious specimen of republican liberality to unfortunate captives may be seen in the letter of M. Dernieau, to Citizen Lasne, keeper of the Temple:—

Paris, le 22d Frimaire, an 5 de la Republique Française, une et indivisibile

Le chef de la 2e division des Bureaux du Ministre de l'Intérieur, au Citoyen Lasne, préposé à la garde du Temple.

Je vous previens, citoyen, que le garde du chantier des hospices à prisons vient d'être chargé de vous livrer sans delai le complément de 45 voyes de bois accordé par le ministre, pour le service du Temple; Je vous invite à apporter dans la consommation de ce bois la plus grande économie.

Le ministre sous les yeux du quel j'ai mis la demande de bois pour les Anglais, regarde que les trois voyes qui leurs ont été distribué le 24 brumaire derniere, doivent leur suffire, et que s'il leur en faut d'avantage, ils doivent s'en procurer avec les sommes qu' ils ont reçu de Londres.

Salut et fraternité,

(Signé) Dernieau.

The answer of the minister of war to a demand of firewood by Mr. Wright, is less stipulative than the above letter of M. Dernieau on the like subject:—

2e Division.

Bureau
de Correspondence
Gale.

Nota. *Les réponses à faire au Ministre, doivent porter en marge l'indication ci-dessus du Bureau, afin d'éviter tout retard dans l'expédition des affaires.*

Liberté. *Egalité.*

Paris, le 12 Nivose, an 5 de la République française, une et indivisible.

Le Ministre de la Guerre,

À Monsieur J. W. Wright, détenu à la
Tour du Temple, à Paris.

J'ai reçu, Monsieur, votre lettre du 23 Décembre, 1796 (vieux style) par la quelle vous demandez qu'il vous soit delivré du bois de chauffage, je m'empresse de vous annoncer que je viens de donner à ces effet les ordres nécessaires au commissaire ordonnateur de la 17e Division Militaire.

Salut et fraternité.

Petiet.

Mr. Wright's punctuality of correspondence with his friends at Rouen, it would seem, had hitherto been counteracted by impediments *in transitu*; Mr. Knight, in the following letter, entertains a hope that it would become more effectual on both sides:—

Seminaire St. Necaisse, Rouen Prison,
January 2d, 1797.

DEAR SIR,

Yours of the 21st December, I have just received, and hasten to acknowledge the receipt of it, and to mention a few words in answer to a subject we both, I dare say, could easily dispense with. Was I in this to say I sympathise with you in all your calamities, it would be bordering too much, at this distant period, on my not having done it hitherto, and my being mute on the part of your situation: wishing you, therefore, to drown every thought on that head, permit me, in this, to announce the feeling part I have ever entertained of our brave Sir Sidney, likewise of yourself. Would to heaven I could share those ill-bestowed wipes of fortune so near the hand of one, in return for whose goodness and bravery fortune has so unjustly acquitted herself as yourself; those unmerited frowns would then be lessened by dividing them: it would be highly improper to contend with the bountiful hand of Providence, whose wonderful protection we have so often witnessed; but the dernier seems to have been entirely under the will of the elements, whose friendly assistance we had not sufficiently implored, and that providence wished to try us in misfortunes, that must inevitably call out a soul truly noble, as well as patient. However, I hope, ere long, fortune will turn that wheel which has been so long in executing her design, and that fatality will breathe forth some cherishing hopes of a speedy releasement, and I hope will allow us something as a donation for our time spent in this quarter, which, not being altogether lost, still greatly to be regretted. Mr. Beecroft has received your letter, and, I dare say, will comply with every thing you wish: I mean to write to Sir Sidney this or the next post. I hope he received my last, dated December 11. I am happy to hear Sir Sidney's side-board is attended by his servant Bromley. Believe me, dear Sir,

Your obedient servant, &c.

Wm. Knight.

P.S. I have hitherto forborn to state, and still mean to do so, till a future period, any part of the pitiful and mean treatment we daily experience in this quarter. I think it would be only adding fresh distresses to those you daily encounter; the intricate path for letters between us has hitherto been unfavourable. I flatter myself it is diminishing by degrees, and I hope a more frequent correspondence will ensue.

[To be continued.]

NAUTICAL ANECDOTES AND SELECTIONS.

THE LATE SIR SAMUEL HOOD, K.G.C.

IN our seventeenth volume of the N. C. we gave a Biographical Memoir of the public services of this gentleman up to the year 1806, when, in an action with a French squadron off Rochefort, he captured four French frigates, and lost his right arm. In noticing the melancholy termination of his valuable services, we have availed ourselves of the following extract, in continuation, from that very respectable journal, the Madras Courier.

" In December, 1806, Sir Samuel Hood sailed with a squadron to cruise off the western isles. Upon his return in June, 1807, he was sent on the expedition to Copenhagen; and, after the surrender of the dock-yard, the entire charge of fitting out the Danish fleet, and taking away the stores, was confided to him. Lord Gambier, the commander-in-chief, offered him his thanks for the great exertions by which he had succeeded in this service. These thanks he received on his return to Yarmouth, and in presence of all the captains of the fleet, who were assembled for the occasion.

" In November, 1807, he made, what may be called, a visit to his own house; and in one week after, he was sent to Corunna, to assist in bringing away the army of Sir John Moore. His kindness to the sick and wounded, while he was thus employed, is universally acknowledged. For his conduct, he received the thanks of the House of Commons, which were communicated by the speaker to him in the following terms:—'Sir Samuel Hood,—The various and brilliant services you have rendered to your country, in the long and splendid career of glory that has so eminently distinguished your name, have several times obtained for you the cordial thanks of this House. Your late eminent services at Córunna, in the prompt and effectual assistance rendered by you for the complete embarkation of his Majesty's troops, have been considered by this House fully to entitle you to a repetition of their thanks, as a just tribute of their applause. I now, therefore, in the name of the Commons, &c. thank you for your eminent services on that occasion.'

"After this expedition he remained a fortnight at home, and was then sent as second in command to the Baltic, to act in concert with the Swedish fleet.

"The Swedes were far astern, when a Russian fleet, consisting of nine sail of the line, and nine frigates, commanded by Admiral Hanikoff, were descried. The Russians were immediately attacked by Sir Samuel Hood in the Centaur, and his old and dear friend Admiral (then Captain) Byam Martin, in the Implacable. This proved to be a most bloody conflict. The Russians had 500 men killed and wounded, and it terminated in the capture of the Russian ship Sewolad, of 80 guns.

"The despatch of Sir Samuel Hood, in which this unequal conquest, and unequalled victory is announced, has been greatly and most deservedly admired. In point of composition it is perfect, and perhaps there is not any thing of the sort upon record, penned with more distinctness and precision, or any writing to be found, in which the manly, humane, generous, and ardent feelings of an officer are more naturally or more forcibly displayed.

"Upon this occasion the late king of Sweden wrote to Sir Samuel with the affection of a friend, and presented him with the Order of the Sword, to be worn cross-wise, an honour never conferred but in acknowledgment of victory.

"In Sweden, Sir Samuel was extremely popular; and, at Carlscrona, he had the honour of entertaining, on board of the Centaur, his Royal Highness the Duc d'Angouleme, and of being admitted into a most intimate social discourse with the interesting duchess. In consequence of his action in the Baltic, he was created a baronet, and that no mark of distinction might be omitted, the title was conferred (failing his own issue) in remainder to his nephew, now Sir Alexander Hood.

"In November, 1808, Sir Samuel went into Scotland, and there he had been four days only, when he was sent for, by express, to London. Thence he was ordered, with the present Lord Beresford, to secure the island of Madeira, in which he succeeded; and he was presented by the British factory there with a sword of the value of 100 guineas.

"In February, 1809, three days only after his return home, he was again sent into the Baltic; but a most dangerous illness, proceeding from the inclement season which he had to encounter, obliged him to return in May. From the effects of this illness he did not recover till October, 1809, when he was again sent to sea, and carried his flag into the Mediterranean, commanding off Toulon, after the death of Lord Collingwood. In June, 1811, he returned home, and was nominated commander-in-chief of the Jamaica station; but the death of Admiral Drury having been made known in England, he was, on the eve of his departure for Jamaica, appointed to command in the East Indies. In April, 1812, he arrived at Madras, and continued his command to the fatal 24th of December, 1814.*

"Sir Samuel Hood had been in the navy thirty-eight years, and, during all the time, was not eighteen months unemployed.

"In one of the intervals which went to complete this short period of his absence from public service, he performed the last office of filial piety. He found his revered father at the extremity of life: he watched at the death-bed; and he mourned over the grave.

"Having had an opportunity of performing these sad duties, could not but prove a source of comfort to a heart like his. It reconciled him to a removal of which he might otherwise have justly complained, and with a melancholy satisfaction, he at all times remembered, that he had been permitted to practice the virtues of a son, by being wrested for a moment from the service of his country."

EXTRAORDINARY HURRICANE,

[*From the Ceylon Gazette, Dec. 7*, 1814.]

WE are sorry to announce a tremendous hurricane having taken place off the N. and N. W. coast of this island; it commenced on the 25th ultimo, and continued till the following morning, the wind blowing through the night with a resistless fury; as far as we have yet learnt, its ruinous effects have been confined to the line of coast between Point Pedro, and Madram Kooley Head Land.

At Point Pedro, it set in by a strong gale of wind from the north-west, which afterwards shifted to the north-east, and increased in violence. The sea rose considerably, and the waves passed the small custom-house at that station fifty or sixty yards, the roof of which was nearly untiled. The torrents of rain which fell, aided by the waves of the sea, washed away the greater part of the property contained in the building.

Several shocks of an earthquake were felt, the wind blew furiously, but there was no thunder-storm, a circumstance uncommon in this country: thousands of trees were torn up by the roots, and the loss to the inhabitants will be very considerable.

At Kaits the sea also made great inroads, and throughout the district of Jaffna, the effects of the storm will long be severely felt by the natives, in the loss of the palmira and cocoa-nut trees, and in the damage done to their paddy fields, many of which were overflowed by the sea-water. At Pooneryn the storm was equally severe. The greatest damage, however, appears to have been done at Werteltive, where the sea broke in and washed down nearly the whole village, including the magistrate's house and office; two lives were lost from the falling of the houses, and about 600 head of cattle were swept away. The sea-water stood two feet high in the house of Mr. Theile.

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* *Vide* N.C. Vol. xxxiii, page 511.

At Manar, the storm also was felt in its greatest fury, most of the houses in the fort were unroofed, as were the Grain Godown and other bankssals in the Pettah, and nearly all the mud tenements of the natives levelled with the ground, the collector's house was partly unroofed, and the doors blown off, the water stood ankle deep in every room. We regret to learn that many lives have been lost; a dhony from Chilaw, with seed paddy on board belonging to government has been stranded near the south bar, and out of her crew, which consisted of eight persons, only one escaped a watery grave: almost every tree has been blown down, many of which had stood for fifty years. The storm commenced in the north-west quarter, and gradually came round to the south-west. Several dhonies sunk at their anchors opposite the fort, and many of the crews are stated to be missing; in fact, nothing withstood the violence of the gale. The four boats which convey the mail between the coast and Ceylon were all at Tallamanaar, and are likewise lost. The ravages of this storm, which is stated to have been more violent than any remembered by the oldest inhabitants in Ceylon, appear to have extended throughout the whole of this district with the most disastrous consequences.

Houses in every direction are blown down—tanks burst—trees of all descriptions tore up and destroyed—all the boats and small craft between Aripo and Manaar are lost.

The storm appears not to have extended far to the southward of Manaar, as several dhonies have arrived there, who rode out the gale at Condatchy and Marchicatte without injury.

In a garden near Manaar, containing 300 cocoa-nut trees, only fifteen remain standing; at Tallamanaar, upwards of 2,000 palmira trees are blown down.

Since writing the above, we have learnt, that at Delft Island, where the government stud is kept, the storm has been felt with incredible violence; the sea burst over the whole of the banks to the north and north-west, entirely inundating the island, and causing destruction to every thing that came in its way: all the houses, with the exception of the government store-houses, have been blown down, the hemp crop has been destroyed, and the wheat has sustained great injury, the hemp in store has been spoiled by salt water, two persons have been killed, and the inhabitants have lost nearly the whole of their goats and sheep, with 4,000 palmira trees.

At the Two Brothers Island we regret to state that the western wall of the large stables gave way, and crushed to death 28 colts. The inhabitants of this place are stated to have lost 360 head of cattle, and all the tanks and wells on the islands are filled with salt water and sand. The greatest confusion and consternation prevail there.

RHODES.

The naval character of the Rhodians is exemplified in the following apostrophe from Aristides [*in Rhodiaca*]:—

"O! ye Rhodians! if ever the tempest warns you to think of your safety; if ever you have to struggle against the fury of the waves; recollect the expression of one of your mariners when his vessel was laboring in a storm: he saw the abyss opening to receive him; when, raising his voice, he exclaimed O! Neptune! know that I will not quit the helm; but if I must be swallowed up, I will steer my ship to the very depth of thy empire.

THE THAMES STEAM YACHT.

We believe the original invention of impelling vessels on the water by the power of steam, is attributable to the late ingenious Mr. Fulton. The principle has no doubt been since variously applied, with many consequent improvements by other engineers, and its adoption seems to have become accordingly general, in America where it originated, in England, and in Scotland. The Thames steam yacht is said lately to have accomplished a voyage of 1500 miles—twice crossed St. George's channel, and sailed round the Land's end, as the first steam vessel that ever traversed these seas. The advantages of a vessel enabled to proceed either by sails or steam or by both united, must indeed be sufficiently obvious, and especially in the certainty of reaching its place of destination in a given time.

NAVAL FELLOWS OF THE ROYAL SOCIETY.

We were much gratified in noticing the recent election of the following gentlemen as fellows of the Royal Society. The peace, (the duration of which we trust will not be left again to the option of known traitors) will afford them the leisure to prosecute their scientific researches, and extend the boundaries of useful science to the advantage not only of their country, but the world at large.

Naval FF.R.S. 1815.

Lord Amelius Beauclerc, R.A.R.
Francis Beaufort, P.C.
Sir Richard Bickerton Baronet, A.W.
Philip d' Auvergne, duke of Bouillon, V.A.R.
Hon. Henry Grey Bennett.
Hon. Courtney Boyle.
William Johnstone Hope, Esq. R.A.R.
George Viscount Keith, A.R.
Sir Charles Morice Pole, Baronet, A.R.
Sir Home Popham, Knight, R A.W.
Sir William Sidney Smythe, Knight, V.A.R.
Charles Stirling, Esq. V.A.W.
John Earl of St. Vincent, A.R.

CORRESPONDENCE.

A Synopsis of Naval Actions between the Ships of His Britannic Majesty and of the United States, during the late War. [By a BRITISH NAVAL OFFICER on the American Station.]

MR. EDITOR,

PERMIT me to present you a history of the encounters of British, with American, public and private-armed ships; it was my intention to narrate such losses of national ships only, as were, or, by the rules of *our* service, should have been, preceded by resistance, however slight or unavailing. I have since determined to include all losses of regular men-of-war, sustained by either nation through the other's means; also, casual meetings of the respective national vessels; in which, the stronger force, not merely declined engaging, but ran away from an enemy, often more daring than discreet.

American accounts of all these matters are drawn up, not more to animate the citizens, than to acquire a name among the nations of Europe at our expence. In these *metaphysical* productions, truth is never an obstacle.—What Englishman can read them without feelings of indignation?—A former volume of yours contains the translation of a letter from the captain of Le Genereux, 74, to the French government, detailing his capture of the Leander, 50-gun-ship.* That, except for its brevity, affords a tolerable specimen of the official correspondence of American naval commanders. The latter have an advantage, however, in the talents of their numerous commentators, for drawing inferences, and explaining ambiguities, to suit the wishes of the writer, and the taste of the public.

Much has been said both in public and private, about the capture of so many of our national vessels by the Americans. On our side, bewailings and excuses; on the enemy's, exaggerations and boastings have been invariably resorted to: but no where can we find a fair statement of the force engaged in the different actions.

British accounts of actions, are sometimes faulty; but rather for want of minuteness, than for studied misrepresentation. Our credit has suffered more by painters and journalists, than by the official statements of British officers. A handsome engraving of the action between the Shannon and Chesapeake, is turned from with disgust, by those acquainted with the real force of the ships. The enemy shows 15 guns of a side on her main-deck, when she had only 14; her bridal-port being, as usual, vacant. Should that pass unobserved, he that can read, is at once informed below, that the Chesapeake mounted 49, the Shannon, 38 guns. Either the actual mounting, or the rate of both ships, should be given: not the mounting of one, and the rate of the other. This lays us open to an enemy; who, we should recollect, speaks our own language, and can therefore recriminate with double effect. Besides, did the Shannon's action need any embellishment?

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* *Vide* Vol. xiv. p. 11.

The period elapsed since most of the battles were fought, has brought to light many particulars respecting the armament of the American ships that were, at first (for purposes of exultation no doubt) industriously concealed. Of these, I shall take advantage; and any remaining points of difference between British and American statements, I shall endeavour to reconcile.

One reason for deferring this publication to so late a period is, not only to collect all the necessary facts, but to obtain a view of the adverse statement of each action: hoping, by that means, to present the world with a fair and impartial summary of naval occurrences, between us and America, during the late war; and which may help to detect and refute some, at least, of the numerous falsehoods, hitherto so undeviating a feature in the maritime records of the latter power.

It is now fully ascertained, that the American 44's are, in length, equal to our first-class 74's; and built with similar scantling, having their sides, both above and below, at least a fourth thicker than our heaviest frigates. They have also two entire decks; and carry their lower-deck battery, equally high and commanding with the new rasées. When government resolved to have ships, able to meet frigates like these on equal terms, they should have fitted out rasées, with *twenty-four* pounders on the lower deck; reserving at the same time, a few ships armed like the Majestic and Saturn (with long thirty-two's,) to cope with the new thirty-two pounder frigates, now fitting for sea in Philadelphia and Baltimore. Ships of the former kind, well manned and appointed, would be far more likely to succeed, in a long, close action with the American forty-fours, than the new, *slight-built*, fir fifties.

The Americans were, many years ago, fully sensible of the advantages to be derived from having their ships of war, of far greater force than their *rate* implied, and the measure was deliberately considered and resolved on by the government.

How far the imposition thus solemnly resolved upon, when afterwards carried into effect, benefited this cunning people, is now, but too well known.

The capture of our packets, or of the enemy's revenue-cutters and gun-boats, will be excluded from the plan; although upwards of twenty of the latter have been taken or destroyed; and the former, by the unparalleled defences they have made, rank high in the annals of fame. Our first loss to the Americans was the Whiting schooner, of 4 guns. She was taken at anchor in the American waters, ignorant of the war. The next was the Alert of 16 guns, and 84 men. She ran down upon, and engaged for several minutes, the Essex, Captain Porter, of nearly four times her force. Even rashness like this, is preferable to a surrender like that of the Frolick to the Orpheus, and Shelburne.*

When the American squadron first proceeded to sea at the commencement of the war, their men were thoroughly drilled at the guns; and the several situations of boatswain, gunner, captains of the guns, &c. on board every ship, were principally filled by British seamen.

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* *Vide* Vol. xxxii, p. 165.

At this period, our half-manned ships having no enemy to dread (French ships being seldom abroad) were carelessly cruising about in every sea. Thus was met, by the American ship Constitution, on the 19th of August 1812, the frigate Guerrier, returning into port with sprung masts, after a long cruize. A long action ensued, and the latter was taken and burnt.

The American captain in his official letter, omitted to mention the force of his prize, either in guns or men. The former I have obtained from an officer that belonged to her: the latter from Capt. Dacres' official account of the action. To shew the relative force of each ship engaged in the different actions, as we proceed, I shall present the broadside weight of metal only, and where a shifting gun is on board, I shall add that to it. The Guerrier had a gun in every port on her main-deck, including the bridle-one; but it was only to bring her by the head, which was her trim of sailing; and such bow-gun could not be used in the broadside; therefore will be excluded from the calculation.

The force of the Constitution, in guns, as given below, is taken from an American statement, subsequently extorted from them; and agrees, within *6lbs.* with that published in Captain Dacres' letter to the Admiralty. The following, then, is an estimate of the force engaged in this action:—

GUERRIER.
(rating 38—mounting 48 guns.)
Broadside.
Main-deck—14-18lb. long guns—252lbs.
Qr.-dk. & 1—9lb. ditto. 9lbs.
Forecastle. 8-32lb. carronades-256lbs.
———517lbs.
With, probably, one or two small boat-guns.
Men—(19 boys included)—263.
Measurement—1084 tons.

CONSTITUTION.
(rating 44—mounting 56 guns.)
Broadside.
Lower-deck-15*-24lb. long guns 360lbs.
Upper, or -1 ditto ditto 24lbs.
Spar ditto 12—-32lb carronades 384lbs.
———768lbs.
With howitzers in all the tops, and some boat-guns.
Men—"all picked"—476.
Measurement—(English)—full—1630 tons.

Superiority on the American Side.

In weight of metal, as—three to two.
In number of men, as—nine to five.
In size of vessel, as—three to two.

With such a disparity of force, no one can be surprised at the result of this action. But certainly, had the Guerrier's men been half as well skilled in the use of the great guns, as the Constitution's were, the proportion of killed and wounded would not have been so great, as 14 to 78; nor one ship been made a complete wreck of, while the other suffered no material injury in hull or rigging! These are lamentable truths, that betrayed a laxity of discipline on board our ships; and which, in the course of time would have ruined our navy.—Thanks to the war with America, so fatal a catastrophe is not now likely to happen again.

The next action was between the Frolic brig and American ship Wasp; and took place on the 18th of October, 1812. Of all the actions between us and the Americans, this, in weight of metal, has been the most equal. The Wasp (now the Peacock in our service) is certainly a much finer ship than any sloop of war we have; and has her bulwarks nearly as thick as a frigate's. But the evening previous to the action, the Frolic "carried away her main-yard, lost her top-sails, and sprung her main-top mast;" consequently was quite in a disabled state. Then as to men, "the substance, sinews, arms and strength," of war, she was miserably defective. Her station had been Jamaica; which place she left (with a crew partly consisting of invalids from the naval hospital) in the June preceding, bound to Honduras; and thence, with convoy, home. It is stated, that Captain Whinyates, her commander, was not apprized of the war, even when he met the Wasp; but, for this, I cannot vouch.

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* She has 16 ports of a side; and some men that formerly belonged to her have stated, that she carried a gun for each bow-port, lashed along-side the bowsprit.

The Wasp (the Americans will not now deny) had for a crew, 165 of the best men Captain Jones could procure; and had only left the Delaware about a fortnight previous to the action. She was, therefore, fully prepared to meet an enemy's vessel, every way her equal; much more one ignorant, perhaps, of the war; disabled in her spars and rigging; with a crew at least 25 short of her complement (121), and part of them just recovering from that dreadful West India malady, the yellow fever.

Captain Whinyates speaks decidedly of the unmanageable state of the Frolic in the action, owing to the loss of her main-yard; and of the power it gave the enemy to rake him repeatedly. Here is a comparative view of the force of the two vessels:—

FROLIC (brig.) (rating 18 guns—mounting the same) besides perhaps a single boat-gun.	WASP (ship.) (rating 16—mounting 18 guns.)
Broadside—8-32lb. carronades—256lbs.	Broadside—8-32lb. carronades—256lbs.
1-6lb. long gun—— 6lbs.	1—9lb. long gun.——9lbs.
——262lbs.	——265lbs.
Men and boys—95.	Men* all picked—165
Measurement—about 380 tons.	Measurement—about 480 tons.

Superiority on the American Side.

In weight of metal—say nothing.
In number of men—nearly as nine to five.
In size of vessel—nearly as four to three.

The British official account of this action, omits stating the number of killed and wounded on either side; only mentioning, that "not *twenty* of the Frolic's men remained unhurt." The American account says, the brig had 75 killed and wounded; and that only *three* were standing on the deck when they boarded. It is not attempted to be insinuated, that any of our people had left their quarters, that were not disabled; therefore, with the exception of eight or ten in the tops, and a few sick in their hammocks below, none of the survivors could have been off the deck. The American loss, in killed and wounded, amounted only to ten: far too great a disproportion.

I have now the painful task of presenting an enemy's character to view, in no very favourable light. The Frolic, for want of after-sails, fell on board her opponent soon after the action commenced, with her bow-sprit, "betwixt the Wasp's main and mizen rigging;" and so continued till the conflict ended, "unable to bring a single gun to bear." What enemy, but an Algerine, or an American, seeing the helpless state of his brave adversary, would not have ceased firing; and rushed on board to end at once the slaughter and the combat? No: two motives prevented this: one, the expected gratification of seeing the British haul down their own flag; the other (doubtless, by far, the most powerful one), their dread of venturing, sword in hand, upon the Frolic's deck. One of the Wasp's men it seems, made a show of boarding. "Not yet," says Captain Jones, "another broadside first." Poured into her it was; and repeated, again and again! Nor did they dare to board this poor wreck at last; till the captain and his friend Biddle (now commander of the Hornet), peeping over the gunwale, saw with surprise, but "three men standing on the Frolic's deck!" Then they *did* board, in "gallant style;" and stepping over dead, dying, and wounded (with which the deck was covered), received the sword of the British commander! He who needs confirmation of this, may find it in the American newspapers detailing the action.

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* The few on board an American ship of war that are designated as *boys*, are as old and as stout as most men employed in our service. Our boys, besides being so numerous, are often so young as to be fitter for the nursery than the quarter-bills of a ship of war!

There are many instances, where ships of ours have captured very superior enemy's vessels, after the latter had been disabled in their spars and rigging. Often have our 18-gun brigs attacked singly enemy's frigates of the largest class, when similarly circumstanced. And was it not the little Terpsichore, 32, that, some years ago, played round, and fired into repeatedly, that immense three-decker, the Santissima Trinidada, after she had been dismasted in Earl St. Vincent's action? Let the Americans, then, take the credit of one victory, obtained, after a long action, over a British vessel, of the same force in guns; but in a crippled state; and with a crew, feeble as it was, of little more than half the number opposed to them.

The next battle was another frigate-one; fought on the 25th of the same October, between the Macedonian and United States. Our ship, in this instance, had even a greater force to contend against, than the Guerrier had; for the United States, like the President, carries forty-two-pounders on her upper deck. The Constitution, the Americans say, is a stronger and finer ship than either; yet, according to the official letters of both Captain Dacres and Lieutenant Chads, carries carronades ten pounds lighter, whether of French or English caliber, is not mentioned; but believed to be of the former.

Captain Decatur states the number of the Macedonian's guns to have been 49, including, of course, boat-guns of every description; and that her crew consisted of 300; which was her full complement. Captain Carden is totally silent on this subject; but gives the force in guns, of his formidable opponent, precisely as it appears in the American statements, published long after the action. He makes her crew "478 picked men." On this point, nothing has been said by the Americans, either in confirmation or denial; therefore we may presume Captain Carden was correctly informed, For the weight of metal of the Macedonian (exclusive of the two brass twelve-pounders, since retaken on board the Argus brig), I must refer to the regular establishment for vessels of her class. As to the number of men and boys, with which she went into action, I am compelled to refer to Captain Decatur's letter; although rather ambiguously worded, as to whether "300 men" meant the complement allowed her, or the actual number she then had on board. The following will be found a tolerable estimate of the force engaged in this action:

MACEDONIAN,
(rating 38, mounting 49 guns.)
Main-deck—14-18lb. long guns—252lbs.
Qr.-dk. & Forecastle. } 1-12lb. do. (brass) 12lbs.
1 9lb. do. —— 9lbs.
8-32lb. carronades 256lbs.
1-18lb. ditto (shifting gun.) } 18lbs.
——547lbs.
Men and boys, at full complement, 300
Measurement——under——1100 tons.

UNITED STATES,
(rating 44, mounting 55 guns.)
Lower-dk.—15-24lb. long guns—360lbs.
Upper-do. 1-do. do. 24lbs.
11-42lb. carronades 462lbs.
1 18lb. do. (shifting gun.) } 18lbs.
——864lbs.
With "howitzers in her tops."
Men, "all picked," 478.
Measurement—full 1630 tons.

Superiority on the American Side.

In weight of metal,
In number of men, } full as three to two.
In size of vessel,

The relative execution done in this frigate-action, was still more disproportionate than in the former one; standing thus: British killed and wounded, 104; American, ditto, 12. For this we can account, in some degree, exclusive of the disparity of force, by the novel manner in which the action was fought. Our ship had the weather-gage, but Captain Carden not knowing, perhaps, that the weight of metal of his cautious adversary was superior to his own, kept at *long balls,* till all his top-masts were shot away; and his ship become an unmanageable wreck; while the United States, lying beyond the range of the Macedonian's shot, received little or no injury! Crippled as the Macedonian was, and having so wide an extent of ocean to pass over, is it not surprising, that she should have reached an American port? There she is, however, snug and *secure*; although the little town of New-London, ought long ago to have been burnt to the ground; if nothing less would restore to us (out of three that have been captured), the only one British frigate in the hands of the Americans!

[*To be continued.*]

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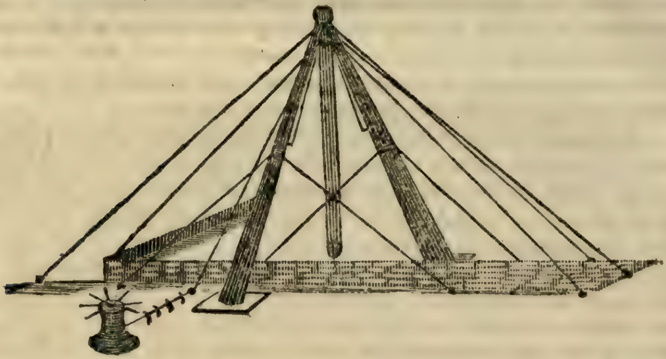
MR. EDITOR,

REFLECTING on the danger to which so many valuable lives are constantly exposed when getting the weighty masts (the Centaur's main-mast weighed 22 tons) of large ships of war in and out by the ordinary method; that is, by sheers, as they are now fixed on board of hulks; and understanding that a sheer is to be erected on board either the Tourterelle, or Ruby, at Bermuda, and which of course will be in general use, I have endeavoured to fix on a plan which, by answering every purpose, will be more secure. There is not, as you will perceive, either originality or ingenuity in the mode proposed, but merely alteration; and I am of humble opinion, that the work of heaving out, or swaying in, a mast, by the following means, will be performed without apprehension of danger occurring, or at least with less chance of the sheers falling, than those projecting over the side of a hulk or wharf, and which will ultimately prove less expensive, as the necessity of repairing and keeping a hulk in order will be superseded.

The immense weight of the sheers on the wharf at Halifax dock-yard, and projecting as it does over it, though fitted and placed in a judicious manner (according to general opinion), is nevertheless extremely dangerous; and as a proof that its security is not to be depended on, it may only be necessary to remark, that the sheers which were there a few years ago, broke and fell on the deck of a 64-gun ship (I believe the St. Alban's), when the people were in the act of swaying out or in one of her masts. As this accident has once occurred, it may be in the line of probability to imagine its happening again, and the wonder is, that such an accident does not oftener take place: I do not recollect to have heard of any of the sheers in the hulks in England giving way; but at all events, as the new dock-yard at Bermuda is not in a very progressive state, the following plan might be, if approved of, adopted, without materially disarranging the plan or form of the yard.

I propose that a pair of sheers should be erected across a camber, their heels stepped a little below the surface of the wharf, for greater security; their heads crossing (as those got up on board ships) to plumb the centre of the camber. To take off from the weight, and to add strength, appears to be the most desirable object; they therefore should not be solid spars which form them, but built or made hollow, according to Mr. Sharp's plan of hollow masts, the superiority of which, in this instance, I think obvious; for we should be under no apprehension of shot or shells to damage them, which was the objection to masts and yards of that description. Thus fixed, they will not require masts for their support; they will be of mutual support one to the other when properly lashed, that is, thwartways, and longitudinally by guys—as many as the discerning eye of the superintendant may deem necessary; those ports which are supposed will have to bear the greatest strain, may be strengthened by fishes; and as to the number of made poles necessary to form them, the builder and master-attendant will be more competent to judge; every other appendage, I suppose, may be as usual. The camber, or recess, should be a good length, to admit a spread for the guys, and the span which would be formed by the sheers need not very much exceed a ship's width; and the space may be used, when not occupied by a ship, as a landing place, and cover for boats. If we reflect on the very little support which temporary sheers require when the head-lashing is fast, it seems evident, that those spoken of will require only in proportion as they are to become permanent.

There may be many objections of which I am not aware; I have therefore presumed to lay it before the public, through your medium, and I trust you will readily excuse the liberty I have taken. I have sent with this a rough sketch of the plan, which may give a better idea of it than I can describe.



J. E.

* * *

TO THE RIGHT HONOURABLE LORD VISCOUNT MELVILLE,

FIRST LORD OF THE ADMIRALTY, &c. &c.

MY LORD, *May 9th*, 1815.

WELL aware that the consequence of calling your Lordship's attention to the welfare of any part of the profession, of which you are at once the ornament and head, must naturally end in its improvement, my own solicitude for its interests is my incitement, and I trust will be accepted as my excuse for the following observations :—

It seems to have been a generally received opinion in the old school, that the characters of a gentleman and a seaman were incompatible with each other; and to such a degree has it been carried, that roughness and vulgarity were deemed a most essential part of a seaman's character. Much as Benbow is to be admired, a little suavity of manners would have been a most agreeable addition to his character. These prejudices are exploding more generally every day; but still I am sorry to find that the sea monster of Madame D'Arblay's celebrated Evelina, Captain Mirvan, is the model from which the ideas of our naval officers are usually formed. That we are considered as mere " amphibious bipeds," is clearly evinced by the manner in which young men are so frequently thrown upon the service by their friends, without a qualification to command respect, or principles to secure friends. Immured for six years, their minds become cramped and narrow as their dwelling; nor do their imaginations soar beyond the confines of their murky dungeons. Kept in countenance by each other, they soon learn to overcome that shame which is the necessary attendant upon such deplorable ignorance; and, with only one point in view, to gain a sufficient knowledge of Hamilton Moore to pass their examination, they are carried over the world, rather borrowing dignity from a *midshipman's coat*, than bestowing it.

I cannot pass this opportunity, without expressing my surprise, that the practice of writing log should at this enlightened period be still allowed. It is certainly the most silly and useless occupation which could possibly have been devised to help the midshipmen to pass their time; and to those who have other employments a most annoying one.

I believe that there has been a regulation by the Admiralty, to provide the navy with schoolmasters; but it most certainly has not been put into effect; and at this moment there are numbers of our young Nelsons, who know not how to spell, not to mention commissioned officers; nor woul I be supposed to hint, that it is owing to the kind assistance of the Editor, that the gazette letters of some of our captains make so respectable a figure, though I must confess that their written orders have afforded great amusement to the curious, and lovers of originality, as far as originality of spelling, and that *boldness of style*, which o'erleaps all the rules of grammar, can conduce to it.

To a person ever calculated to make a figure in the navy, four years are much more than sufficient to learn radically that part of his profession which relates to seamanship. I am convinced, my Lord, that upon the slightest consideration of the subject, the advantages of a measure which would allow two more years for improvement, that are otherwise thrown away, must be obvious to a mind which has dawned upon us, as the glorious orb of light, at once penetrating and setting aside the clouds that have so long obscured our atmosphere; under whose genial influence every branch of the navy is flourishing, and with whose support we may yet hope to attain that consequence, to which our exertions have entitled us.

A Midshipman.

* * *

MR. EDITOR, *June* 13, 1815.

THE following query may perhaps induce some of your scientific readers to enter upon the question, and enlarge upon the interesting subject more fully.

> Qy. To what nation does the honour of discovering the New Continent belong?

Dr. Robertson, in the 17th note to his History of America, says—

"The Spaniards are not the only people who have called in question Columbus's claim to the honour of having discovered America. Some German authors ascribe this honour to Martin Bochaim, their countryman," A.D. 1483. After giving a concise account of Bochaim's proceedings, the Dr. observes,—"Thus far the story of Martin Bochaim seems to be well authenticated; but the account of his having discovered any part of the New World, appears to be merely conjectural."

The Irish have likewise claimed the honour, but merely upon the authority of a legendary tale, which appears to be fabulous.

Dr. Robertson was of opinion, that "the pretensions of the Welsh to the discovery of America, A.D. 1170, seems not to rest on a foundation more solid;" and that "Lord Lyttleton, in his notes to the first book of his History of Henry II. (page 371), has examined what Powell (historian) relates concerning the discovery made by Madoc."

Dr. Robertson then says, "The pretensions of the Norwegians to the discovery of America seems to be better founded than those of the Germans or Welsh. The inhabitants of Scandinavia were remarkable in the middle ages for the boldness and extent of their maritime excursions. In 874, the Norwegians discovered and planted a colony in Iceland. In 982, they discovered Greenland, and established themselves there."

In Dr. Robertson's History, Vol. I. p. 240, he says, "As early as the ninth century, the Norwegians discovered Greenland, and planted colonies there. The communication with that country, after a long interruption, was renewed in the last century. We learn that the N.W. coast of Greenland is separated from America by a long narrow strait;* that at the bottom of the bay † into which the strait conducts, it is highly probable that they are united."

Some of the Norwegian navigators were supposed to have sailed to the westward of Greenland, and discovered the continent of America; but the account of this discovery is so confused, that Dr. Robertson says it is impossible to discover what part of America they landed on, and concludes his 17th note thus:—

"It seems manifest, that if the Norwegians did discover any part of America at that period, that their attempt to plant colonies proved unsuccessful, and all knowledge of it was soon lost."

Cooke, in his Geography, part 1st, chap. 1st, page 209, says, "Greenland is the remotest tract of land in the north; it lies between Europe and America, and is generally classed by geographers among those northern countries that remain unknown. As far as it has been discovered, it has been found to reach on the N.E. side from 59° N. to 80° W. and on the side opposite America to about the 70°."—"In the Danish Chronicle we are told, that in 1023, the Greenlanders became tributary to the Kings of Norway." In most maps of this coast, Smith's and Jones's sounds lying at the bottom of Baffin's bay, appear not to have been determined in their depth; and the extent of that inlet which is called Repulse bay, appears not to have been ascertained. It is, however, probable, that the latter may have communication with that part of the sea discovered by Mr. Hearne, in 1772.

As the extent of Greenland has not yet been discovered, and whether it is an island, or land forming a part of the New Continent, is still uncertain: the first discovery of it cannot with certainty be attributed to the Spanish nation (by whom Columbus was enabled to prosecute his voyage).

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* Davis's Strait. † Baffin's Bay.

For should Greenland be found hereafter to form a part of the New Continent, the Norwegians will undoubtedly be entitled to the merit of the discovery; but if ever this should be determined, the name of the first person whose enterprising genius prompted him to undertake such a voyage, will have been buried in oblivion, and the personal credit will still remain attached to the persevering and indefatigable Christopher Colon.

An Observer.

* * *

MR. EDITOR, *Clifton, July 17th*, 1815.

A LETTER having appeared in your last Chronicle signed a Reader of the N.C. containing matter respecting Lieut. Peshall, I have with much attention perused it, and I must beg you will insert this in your next number, to assure your readers that I intend shortly to answer that long communication. Your correspondent tells us he is a naval man: I am sorry he should have commenced author and critic, except his talents were equal to the task. I will now pledge myself to shew, thro' the medium of your valuable work in a short time, that your Correspondent's arguments are most inconclusive, his remarks illiberal and unjust, that the whole o his letter was unnecessary, and perfectly useless, except to feed his own vanity. Every unprejudiced person must be of opinion that the mystery has not been at all cleared up by your correspondent. I will now conclude this prelude to a more valuable communication, by recommending to your correspondent an old proverb, "*Ne sutor ultra crepidam.*" Let him stick to his profession, and not commence reviewer to expose his own ignorance.

Impartiality will induce you to insert this, for I too am a reader and sincere admirer of your work.

I am, Sir, &c.

Cassius.

* * *

MR. EDITOR, *July* 5, 1815.

NOTWITHSTANDING that judicious regulation adopted by the Board of Admiralty some few years ago for supplying the commanding officers of his Majesty's ships of war with improved charts; we have heard, and still continue to hear, the loss of many vessels: but it has appeared pretty evident, that the cause of such losses is not from a want of care in the captains, but from the erroneousness of the national charts!

I have already ventured a few remarks on this interesting topic, and I did so in the first instance, when speaking of oceanic dangers, with the hope of attracting the attention of some person more capable of treating on the subject, than my little scope of knowledge would allow me to do. I could not but feel gratified, a short time after, at finding my wishes realized. Your scientific correspondent, J. H. who honoured my remarks with his sanction, recommended a voyage of research to the coasts of

New Holland or Austral Asia. I was happy to understand, shortly after, that vessels were ordered to be fitted out for that particular purpose; but I have since been informed, that the order was countermanded, in consequence, it is said, of the peculiar situation of European affairs: it is, however, to be hoped, that the project will not be forgotten. Russia, too, it appears, with laudable zeal for the improvement of geography, has directed another voyage of discovery to be performed under the direction of that indefatigable navigator, Captain Krusenstern.

The strange query of Orion's in the N.C. for June,* has revived this subject in my mind, and induced me to add something more to my former remarks. I am well convinced, that most officers in the navy gain but an imperfect knowledge of the different ports of the world they happen to visit; and even of those places they have been accustomed to see frequently. It is but seldom, when they arrive at any strange place, we find them making enquiries, save what relates to the town, the women, and all the good things to be found on shore; or of employing themselves in the praiseworthy pursuit of attaining a competent knowledge of the anchorage, &c. &c. for although they might not be permitted in all places, and at all times, to enter upon a strict survey, yet much useful information may be otherwise obtained: but the fact is, that that is a matter quite optional with themselves, and, as such, we can easily belive it will be neglected; all those persons who know the general volatile disposition of young officers, will readily come to that conclusion; for, when a young man has been kept under restraint, and confined on ship-board for any length of time, the shore has peculiar charms for him; his ideas of its comforts, its pleasures and luxuries are enlarged, and he pants with expectation for the moment that will release him from his confinement, to the enjoyment, at least of some portion of what he believes to be the happier fortune of his brethren on shore, and though it be for the short space of a few hours! consequently his whole soul is wrapped up in the pleasing vision; and thus it is, that this most necessary object of his attention is forgotten. It is true, there are instructions, directing masters (and I believe other officers), to make observations wherever they go, but this is too often neglected, or not fully executed. It is far from my intention to intimate, that the liberty and indulgences allowed officers should be abridged : on the contrary, I think every opportunity ought to be given them for recreation; but it might be so managed, whenever a ship comes to an anchor, that a part of the lieutenants and midshipmen, with the master (if the service will admit of it), be employed in examining the anchorage: noting errors, if any appear, in the charts; making necessary observations, and taking views of the most remarkable points, &c. which may tend to give more perfect knowledge of the place; whilst the others may be permitted to go on shore on their own pleasure : the duty being imposed alternately. Every officer, by thus practically adhering to this plan, would become more intimately acquainted with the defects and advantages of different ports and places he might visit : an advantage which would be very soon apparent, and a short exercise would make the employment familiar, and display it to them in its proper light, a most pleasing and gratifying duty. A *positive* order issued from the Admiralty to the captains, would enforce obedience to such a regulation, which, when entered upon with spirit, would be attended with the most beneficial consequences to the service.

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* It would certainly appear to *most persons* as an act of injustice, were the Admiralty to refuse any captain the command of a ship, *merely* because he had been so unfortunate as to lose one, or two, or three, before, when they could not impute any blame to his conduct on such occasions. Whenever their lordships shall have *gained the power of looking into futurity*, and thence find out that such and such a captain is *fated* to lose every ship entrusted to his care, it may become a measure of *precaution* not to employ him; but, not until *that period arrives*, will they, I dare say, withhold from an officer, that which constitutes his greatest pride—the command of a British man of war—nor need any one be at all fearful of a few unfortunate officers putting our whole navy *under water*; let the *predestinarian* think as he pleases: we may attribute the real cause of such misfortunes, not to the event having been *predetermined* by Providence, but to the erroneousness of the charts in general use, and to a general want of correct information respecting most parts of the navigable world.

There is another circumstance which I have also remarked; that is, the little attention paid by officers of men of war to the set of currents; a thing which has so often led to the destruction of ships and valuable lives; it is a fact, that, during a servitude of thirteen years in the navy, I recollect only three attempts having been made to ascertain the rate of current.

There are some officers, as may be supposed, who take delight in hydrographic pursuits, but the number is far from being commensurate with the very long list of the several classes; and if there be any excuse for the low state of this science in the service, it is, perhaps, from a want of due encouragement. But we seem to have forgotten, that it is our interest as the greatest maritime nation in the universe, to support and cause a dissemination of those arts and sciences, which, when combined, would best lead to perfection in the naval profession. As an inducement thereto, some honorary rewards ought to be held forth for those who shall produce the most correct and perfect descriptions of coasts, harbours, &c.; the best delineation, or chart of such, and the most faithful representation of head-lands, forts, &c. let the rewards be, medals with appropriate inscriptions; nautical instruments, and books on science; and those officers who excel, and are most attentive, should be promoted, by way of emulating the others to greater proficiency. I have always thought, that correct views of head-lands were very useful on board ships of war; particularly when they happen to be employed on coasts seldom frequented or but little known ; experience has fully strengthened that opinion ; but I have often wondered why they have not been collected, properly arranged, and issued, as well as books of instructions, with the Admiralty charts. So much has been already said about the propriety of supplying our ships with chronometers, that I need not speak of it here. Some further remarks I reserve for a future period, and will conclude by wishing for the good of the service, that the above proposition may meet with attention.

Atlas.

ORIGIN OF TRUE BLUE.

MR. EDITOR, *Dover, 27th July,* 1813.

PERHAPS the following result of my investigation of the prevailing color of dress among mariners, may not be generally known unto many of those who wear it, and may prove acceptable to the generality of your terrestrial readers: I mean naval blue. According to Vegetius,[*] it originated with the *Veneti*, or people of Vannes,[†] (anciently settled along the north-western coast of France and expert in navigation) who adopted the customs of painting the vessels sent out on discoveries, as well as their rigging and sails of a blue color,[‡] and also of clothing the seamen and soldiers aboard in dresses of a similar hue. The latin name of this color is the same as that of the people, viz; *Venetus*, and, as Vegetius observes, seems to indicate its origin. From them the Romans borrowed the same customs, a proof of which is furnished by Huet: "Pompey" says he, "the son of him styled 'the great,' having gained advantages over the fleet of Caesar, affected to be called the son of Neptune; and, although a general officer, to wear the blue or marine color instead of the purple: nevertheless this pretender to neptunian parentage was entirely defeated by M. Agrippa Vipsanius."[§]

Some interesting particulars are connected with the Veneti in other respects. Being better mariners than their Armoric neighbours, and masters of many ports lying on the coast of the tempestuous sea, they not only exacted tribute from foreign vessels using that sea, but extended their voyages in all directions, and particularly to the cornish shores, where they monopolised the tin for a long time. An intimate alliance ensued between them and the Britons in general; and when the former were menaced with an attack by Julius Caesar, the latter sent a fleet to their aid, which made the co-alesced force of the two naval nations amount to upwards of 200 sail (authors fix the number precisely at 220). This force is represented by Caesar as appearing very formidable to the

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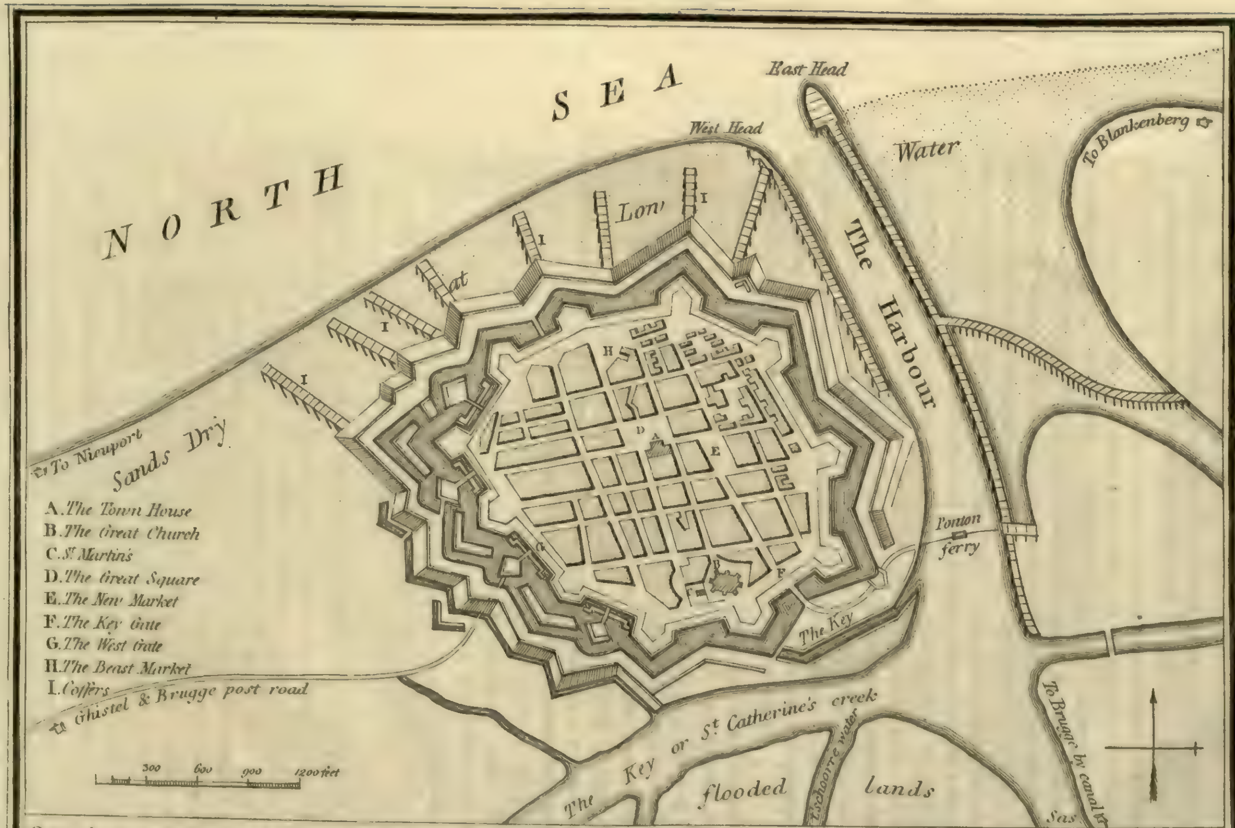
[*] Vegetius :—*Military affairs of the Romans*:. v.

[†] Caes. iii. G. 8.

[‡] Blue.—The first of our contemporary poets paints the sea itself of this tint, with equal truth and taste :

"He that has sail'd upon the *dark blue* sea,
Has view'd at times I ween, a full fair sight;
When the fresh breeze is fair as breeze may be,
The white sail set, the gallant frigate tight;
Masts, spires, and strand retiring to the right,
The glorious mayn expanding o'er the bow,
The convoy spread like wild swans in their flight,
The dullest sailer wearing bravely now,
So gaily curl the waves before each dashing prow."

[§] Plutarch. in Anton. &c. Paterculus, ii, 25. Florus, iv, 2.



Ostend, *a considerable Port & Fortress of Flanders in the Netherlands.* —— *It is 22 miles N.E. of Dunkirk & 10 W. of Bruges*

Latitude 51.14 N. Longitude 3.° E. of London.

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Romans; and he thus describes the ships of the Veneti and their allies the Britons in his *Commentaries*:—

"The enemy had great advantage over us in our shipping: the keels of their ships were flatter than our's, consequently more convenient for the shallows and low tides; their prows were very high; their poops were contrived so as to endure the roughness of the sea; the bodies of their vessels were built of impenetrable oak; the banks for the oars were beams of a foot square, fastened at each end with iron pins an inch thick; instead of cables for their anchors they made use of iron chains;* and they had hides for their sails, either because linen was wanting and they were ignorant of its use, or what is more likely, they thought linen sails not strong enough to endure their boisterous seas and tempestuous winds, and to impel vessels of such considerable burden." This sea-fight was desperately contested for a whole day and a night; and it was not until the second morning that the Veneti and Britons were vanquished, less however by the superior tactics of their enemy, than by a calm, which rendered their sails useless, and during which the nimble-rowing Romans contrived to render their hulls still more unmanageable by cutting their rigging with scythes.

"The aid afforded by Britain unto the Veneti on this occasion, was afterwards made a pretext for invading our island; and the ships of the Veneti were compelled to serve as auxiliaries among the 800 sail that brought over CAESAR and his army to Kent."

It would be an interesting task to deduce the progress of the british navy from the period of its infantine contest with the masters of the world to the present day, when the trident has been wrested by its valor from every competitor, and our tars are really become what SEXTUS POMPEY pretended to be. I must leave this however to abler hands, contenting myself with this brief record of an early feat of arms which may be considered as the proud presage of our actual glory.

Robinson Crusoe.

PLATE CCCCXLI.

FLANDERS a province of the Netherlands, of which Ostend is one of its four principal sea-ports, is bounded on the east by Hainault and Brabant, on the west by the English or German Ocean, on the north by the seas of Zealand, and a branch of the Scheld, and on the south by a part of Picardy in France. There are various conjectures respecting the derivation of its name, some supposing it from à Flando, as lying open to the winds, others from Flandbert the son of Blesinda daughter of Clodio, second king of the French, and some from Flandrina the wife of Lideric the second, the first who governed in these parts by the title of Forester, under the sovereignty of the crown of France, and in whose posterity the government remained until the time of Baldwin the first, son of Odoacer. This province united as it originally was with Artois, was about 90 miles in length and in breadth 60, and was so abundant in cities and villages at the first entrance of the Spaniards under King Philip the second, (having about 30 of the former and 1154 of the latter,) that they thought the whole province one town. Flanders is commonly divided into Austrian, French, and Dutch.

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* CHAIN-CABLES.—The revival of this invention in our own time is remarkable.

The city of Ostend, is in Austrian Flanders, it has a good harbour and a magnificent town-house, and is now well fortified—but until the Low-country wars it was not even walled, and then but with a mud-wall, and that not finished till the long siege commenced by the Spaniards in 1601, and which induced the contemptuous oath of the Arch-duchess Isabella, that she would not change her smock till the town was taken; the town was then garrisoned by the English, and held out three years and three months—and thus it is said, the smock, before the town was taken, had greatly changed its color—and the ladies of her court to keep the Arch-duchess in countenance, had theirs correspondently dyed. The city was however almost wholly reduced to ashes, and is now of comparatively small extent. In this memorable siege the Dutch lost 50,000 men, and the Spaniards 80,000. It was defended five months during the siege by Sir Francis Vere. In the year 1706 it was taken by the Dutch, after a siege of ten days. At this period we find the following account of it:—

"Ostend stands on the sea-shore, in the midst of a moorish ground, and among divers channels; but it is chiefly environed almost on all sides by two of the greatest of them, by which the sea enters into the land, and grows so high when at full tide, that the town seems rather to be buried than situated in the sea. It has been moreover so exactly and regularly fortified, that it is taken to be one of the strongest towns in the Low-countries; having also a safe and capacious harbour (which, 'tis said can never be blocked up) well-defended, and deep enough to receive ships of the greatest burthen. The buildings of the town are not very tall, but they are handsome and uniform; the streets being regular, well-paved, exactly level and strait; this regularity is to be attributed to its being built all together. [i. e. at one and the same time]* This town stands 35 miles almost W. from Ghent or Gaunt."

In 1723, it was restored to the emperor, and an East India Company was erected there on a scheme formed by one Colebrook, an English merchant. The concerns of this company naturally clashing with those of the English East India Company, Sir Nathaniel Gould represented to the House of Commons, the great detriment the company had sustained, and were likely still further to sustain by it; and it was resolved a high crime and misdemeanor, in any British subject, to subscribe, or be concerned in encouraging any subscription, to promote an East India Company erecting in the Austrian Netherlands; and a law was enacted, for preventing British subjects from engaging in that enterprise. The regent of France, also, in a treaty with England, insisted on the king's openly declaring against the Ostend company, and he accordingly exhorted the emperor to give it up; but all representations against it were in vain; and, in the the year 1725, the emperor Charles having acknowledged Philip as king of Spain and of the Indies, his catholic majesty guaranteed the Ostend East India Company, among other reciprocatory concessions. At length, in 1727, a suspension of the charter of the Ostend East India Company, was made one of twelve preliminary articles signed at Paris by the ministers of the Hanoverian alliance, and afterwards at Vienna by the Imperial and Spanish ambassadors; and, finally, in 1731, the emperor consented to its total dissolution, as giving so much umbrage to the maritime powers, on condition that the contracting powers concerned in the treaty of Seville should guarantee the Pragmatic Sanction or succession of the Austrian hereditary dominions, to the heirs female of the emperor, in case he should die without male issue.

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* For a more particular account of the interior of Ostend, *Vide* N.C. Vol. xi. p. 21.

In 1745, Ostend was invested by the French, and defended by an English garrison; but, after a short siege, surrendered by capitulation on the 14th of August. It was again restored by the treaty of Aix la Chapelle. In 1757, in consequence of the measures adopted by Frederick, king of Prussia, and his allies, against the empress queen, she recalled her ministers from London; and on the 7th of July, the English vice-consul at Ostend was informed by the adjutant of General Pisa, commandant of Ostend, and the maritime ports of Flanders, that, by orders from his court, all communication with England was broken off, and was desired to intimate to the pacquet boats, and British shipping at Ostend, that they must depart in twenty-four hours, and not to return into any of the ports of the empress queen, till further disposition should be made: the reasons alleged by the court of Vienna were, "That her imperial majesty the empress queen could not, with indifference, see England, instead of giving the succours due to her by the most solemn treaties, enter into an alliance with her enemy the king of Prussia, and actually afford him all manner of assistance, assembling armies to oppose those which his Most Christian Majesty, her ally, had sent to her aid; and suffering privateers to exercise open violence in her roads, under the cannon of her ports and coasts, without giving the least satisfaction or answer to the complaints made on that account; and the king of Great Britain himself, at the very time she was offering him a neutrality for Hanover, publishing, by a message to his parliament, that she had formed, with the Most Christian King, dangerous designs against that electorate; therefore, her majesty, desirous of providing for the security of her ports, judged it expedient to give the forementioned; and, at the same time, to declare, that she could no longer permit a free communication between her subjects and the English, which had hitherto been founded upon treaties that Great Britain had, without scruple, violated." On the 19th, the city received a French garrison, an oath being previously administered to the French commandant, by which the empress reserved to herself the full and free exercise of all her rights of sovereignty.

In 1793, it became the seat of active operations in the attack on Dunkirk, by the forces under the command of the Duke of York, and was, in consequence of the memorable failure of that enterprise, only saved from immediate capture, by the timely arrival of Sir Charles Grey, with an armament, originally intended for the West Indies. It was, however, but preserved, till the 1st of July, 1794, on the morning of which day, the embarkation of the troops conducted by Colonel Vyse, was commenced as directed by the determination of a council of war, previously called by Lord Moira, who arrived there the latter end of June, with reinforcements amounting to ten thousand men; but the relief of the allies, and the support of the Duke of York appeared objects of superior consequence, and Ostend was left to its fate, the French troops entering the town, commanded by Vandamme, as the last detachment of the English embarked.

By the treaty of Paris, it is again restored, and is now notable as a port of debarkation, and passage for the British troops to the interior of France, where we trust their services, with those of our allies, will tend to the final establishment of a durable peace.

Ostend is deficient in fresh water, which they used to be obliged to fetch in boats from Bruges, at the distance of 14 miles. It is two leagues and a half or 3 leagues at N.E. easterly from Nieuport; and as the sands here frequently shift, and render the channels very uncertain, pilots are necessary to carry ships in. But the road is good and very safe for ships to lie in until the pilots come on board. There is but six feet water upon the bar, and only 21 feet at high water, or very little more; but the greatest ships may ride afloat at low water within the harbour, and attempts have been made within the recollection of persons lately living to deepen the entrance. It is five leagues and a half at N. E. by E. from hence to Sluys, not including the entrance into Sluys. Wenduyin which has a high spire, is two leagues to the eastward of Ostend. The town is computed to contain about 14000 inhabitants. The following hydrographical particulars have been recently laid down:—

Ostend appears at a distance like an island: it has a church with a spire-steeple; a town-house with a large square tower thereon; a high light-house like a stone beacon, and three wind-mills. To anchor in the outer-road bring the steeple E. S. E. or the middle-mill on with the town-house and Nieuport steeple just within a large sand hill; bearing about S.S.W. you will have seven or eight fathoms at low water, and be about two or three miles from the shore. To sail into the inner road, if your ship draws fifteen feet water, you must wait until half flood; then bring the town-house to bear E. S. E. and run in with it so, until you get near the Middlekirk bank in 7 or eight fathoms; then steer E. until you bring the town to bear S. S. E. or the middle mill just open of the town-house; you may then anchor about ¾ mile from the shore in 7 or eight fathoms at low water, soft ground. To proceed for Ostend harbour: a pilot vessel of that place is generally lying at sea with a blue flag hoisted, in order to put pilots on board those ships which want them; and at tide-time, flags are hoisted on shore which have the following significations:—a small blue flag to denote 14 feet water on the bar, a large blue flag, 17 feet; a red flag, 24 feet. If the weather prevents a pilot from coming on board and the wind blows hard from north, so as to compel you to run for the harbour, sail in about S.S.E. with the two flag-staves, on the ramparts westward of the harbour, on with each other until abreast of the east pier-head: no attention need be paid to the great light house. In the night a light is hoisted on each of the flag-staves at tide-time to answer the purpose of the flags by day: be careful not to open the farthest light to the eastward of the other, lest you should be carried by the flood-stream which sets strong, either against the east pier-head or eastward of it; each of the pier-heads has on it a pole with a basket on its top. The tide flows here on new and full days of the moon until ½ past 12 o'clock; and about two miles from the shore the stream runs eastward until 4. In the mouth of the harbour the water rises 18 feet; and at low water there are six; consequently the utmost depth of water in this harbour is 24 feet. Ostend is in lat. 51° 15′ N. long 2° 56′ 30″ S. E.

The shore of Flanders is full of sand-hills and hummocks: Mariekirk is 2 long miles S.W. from Ostend: Middlekirk is a high flat steeple, and lies 5 miles S. W. from Ostend; and 4½ miles N.E. by N. from Nieuport, which has two steeples; one of which is a flat tower, the other has a spire: The Lady-of-Lombaerdzyde, a high flat steeple, lies a little northward of Nieuport. From Ostend to Nieuport the river runs S. W near 10 miles.

SHIPWRECK.

THE following is a copy of a letter from Captain Osborne, giving an account of the loss of the Clifton of Workington, and the melancholy fate of her unfortunate crew:—

Sidney, Cape Breton, 20*th May*, 1815.

"I am sorry to inform you of the loss of the Clifton. I left Chaleur Bay, on the 21st of November last, and got on shore on the 25th, about six A.M. 18 miles to the N.E. of Cape St. George, Newfoundland. The first stroke she gave, knocked the rudder off, and we all got on shore in the afternoon, where we remained until the 28th, without any thing to eat or drink.

"On that day it was more moderate, and we got on board again; got the boat ready, and provisions, to look for inhabitants. It came on to blow very strong that night, and we had to remain on board till the 30th, when I thought it best to get all the provisions on shore, for fear the vessel should go to pieces.

"On the 12th of December, the mate and five hands took the boat to seek inhabitants. On the 16th they returned without finding any. At the same time, W. Gile and W. Hailwood, apprentices, went off unknown to me: I expect they would find inhabitants, as I have since been informed there are some at the head of St. George's Bay.

"Finding it impossible to travel, and not knowing where to look for inhabitants, but thinking that St. Peter's Island would be the nearest inhabited place (and it being impossible for us to take provisions with us to last until we got there), I determined that we should go upon an allowance, and remain there until the spring, expecting the commencement early in March, but in that I was mistaken. We had a very severe winter, almost perished with hunger and cold.

"We agreed to live on six ounces of beef a day. We had very little bread, only about a cwt. and it was wet. We had a very good stock of potatoes, but they too got wet in getting them on shore, and the greater part of them wasted by the frost. We had four potatoes a-piece served out as long as they lasted, which was till the latter end of February. On the 30th of December the cook died; he was a native of Africa.

"In the winter we got the long-boat decked, and on the 20th of April, launched her down on the ice. On the 23d the ice broke, and the wind being fair, we made sail from our dreary abode. At eight o'clock got in between the ice, and stuck so fast that we could not get out. On the 24th, blowing very hard from the N.N.E. and snowing, the ice stove in two planks of the long boat's bow! Fortunately, having the jolly-boat with us we all got into her. It became moderate in the course of an hour, and froze very hard. It was one of the coldest nights I ever experienced.

"On the 25th William Hayton, Henry Touhunter, and William Crompton, died; the latter belonged to Newcastle. The 26th, John Durham, of Whitehaven, and Thomas Chapman, of Ulverston, carpenter, died. The 27th, Joseph Atkinson died, and on the 28th, John Cannon. We were still on the ice, and drifting out to sea. On the 30th, drifting close past the Bird Islands, we hauled the boat up on a large island of ice. On the 3d of May, I am sorry to inform you, I buried Joseph Losh. On the 5th in the morning, we were between St. Paul's Island and Cape Breton. The weather clearing up, and the ice breaking, we got the jolly boat off, and pulled in towards Cape North. Finding we could not get within two miles of the shore for ice, we stood to the S.E. twenty miles round the ice, and landed the next night, one man, a boy and myself; the man being nearly exhausted. I got a fire on shore, having tinder and matches with me. As soon as I got warmed, I found great pain in my feet; J. Makinson the same. The bay being still full of ice, we could not reach any inhabitants. On the 12th, Thomas Walstaff, of Exeter died. I kept him in the boat, to make use of him, but fortunately the ice cleared away on the 14th, and we arrived here on the 15th. Thus, out of fourteen, only John Makinson (the boy) and myself, are remaining. Our legs swell very much, but we expect to be better soon. I am, &c.

Thomas Osborne."

"*To Mr; John Osborne, Workington.*

NAVAL ARCHITECTURE.

THE FULTON FRIGATE.

[*From the Advocate, American Paper.*]

YESTERDAY was a very auspicious day for the United States. The experiment of moving the new vessel of war by means of steam, has been made in a successful and highly satisfactory manner.

At ten o'clock in the morning the Fulton was propelled by her own steam and machinery, from her moorings, at the wharf near the Brooklyn ferry, on the east side of the city. H. Rutgers, S. L. Mitchill, T. Morris, and O. Wolcott, Esqrs. the commissioners of the navy department to superintend her construction, were on board. Mr. Brown the naval constructor; Mr. Stoudinger, the engineer (the successor to Mr. Fulton); and Capt. Smith, the inspector, were also in the vessel. A number of scientific and distinguished gentlemen gave their attendance. The wharfs were crowded with citizens, anxious to know the result.

She proceeded majestically into the river, though a stiff breeze from the south blew directly a-head. She stemmed the current with perfect ease, as the tide run a strong ebb. She sailed by the forts and saluted them with her 32-pound guns. Her speed was equal to the most sanguine expectation. She exhibited a novel and sublime spectacle to an admiring people. The intention of the commissioners being solely to try her enginery, no use was made of her sails.

It is now ascertained, by actual experiment, that this grand invention in war and the arts will realize all the hopes of its warmest friends. Our government may be proud that the trial has been made under their auspices. Our enemies may tremble at the tremendous power thus arrayed against them. Every harbour in the United States has now the means of protecting itself against a stronger maritime force. All the ports of the weaker European nations may, henceforward, secure themselves against the attacks of their foes, however formidable at sea.

After navigating the bay, and receiving a visit from the officers of the French ship of war, lying at her anchors, the steam frigate came to near the Powles Hook ferry, about two o'clock, without having experienced a single unpleasant occurrence.

THE *Cork Mercantile Chronicle* informs us that a beautiful steam-boat, called the Cork, supposed to be the best built and most elegant of her description was launched last Saturday at the Passage of Cork. Her draught of water, with 150 persons on her deck, is no more than 28 inches. The builder, Mr. Hennessy, is said to have received proposals for building another on a much larger scale for the river Shannon.

METEOROLOGICAL REGISTER.

From June 25th to July 25th, 1815.

Kept by C. Blunt, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure.			Temperature.			
			Max.	Min.	Mean.	Max	Min.	Mean	
	26	W	30·06	30 03	30·045	69	50	59·5	Fair
	27	SW	30·10	30·07	30·077	71	52	61·5	—
	28	SW	30·20	30·16	30·18	73	51	62	—
◑	29	W	30·25	30·18	30·02	72	51	61·5	—
	30	NW	30·17	30·08	30·115	70	50	60	—
	1	NNW	30·05	30·05	30·05	69	51	60	—
	2	W	30	30	30	71	51	61	—
	3	W	30	29·95	29·952	71	52	61·5	—
	4	NW	30	29·98	29·985	71	50	60 5	—
	5	NW	30·07	30·05	30·055	70	49	59·5	—
●	6	W	30	29·93	29·962	71	50	60 5	—
	7	W	29·98	29·93	29·963	72	49	60 5	—
	8	NW	30·09	30·05	30·093	72	49	60·5	—
	9	NW	30·05	30·05	30·05	74	46	60	—
	10	N	30·14	30·13	30·135	80	51	65·5	—
	11	N	30·13	29·97	30·045	82	51	66·5	—
	12	S	30·05	30·03	30·045	90	52	71	—
◐	13	S & W. P.M.	30·03	30	30·007	85	56	70 5	—
	14	SW	30·06	30·04	30·05	83	58	70·5	— Rain during night.
	15	W	30 02	29·09	29·952	82	59	70·5	Rain
	16	NW	29 88	29·88	29·88	77	56	66·5	Fair
	17	W	29·86	29·80	29·83	80	53	66·5	—
	18	NW	29·80	29·80	29·80	74	52	63	—
	19	W	29·61	29 56	29 587	67	50	58·5	—
	20	N	29·86	29·75	29·802	65	48	56·5	Much rain in heavy showers
○	21	NW	29·92	29·90	29·91	68	48	58	
	22	NW	29·90	29·88	29·885	70	51	60·5	Fair
	23	W	29·92	29·92	29·92	74	51	62·5	Showers with fair intervals
	24	N	30·02	29·98	30·0	77	56	66·6	Fair, rain at night
	25	NW	30·09	30·06	30·08	72	57	65	Fair

RESULTS.

Mean barometrical pressure	29·91	Mean temperature	62·883
Maximum 30·25 wind at	W	Maximum 90 wind at	S
on the 29th June.		on the 12th	
Minimum 29·56 ———	W	Minimum 46 ———	NW
on the 19th		on the 9th	

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
4	0	0	0	2	3	10	11

	Mean Barometrical Pressure.	Mean Temperature.
From the last quarter on the 29th of June, to the new moon on the 6th of July	30·051	60·57
——— new moon on the 6th, to the first quarter on the 13th	30·184	63·05
——— first quarter on the 13th, to the full moon on the 21st	29·863	65·062

HYDROGRAPHY, PILOTAGE, &c.

ASIA.

SUMATRA.*

Bencoolen to Tappanooly.

SAILED from Bencoolen with a fine sea breeze, south-eastwardly, passing Averpoor rock, 7 miles to the westward of Moco Moco, I saw in W.S.W. direction what appeared to me an island, perhaps the high hill of the south Pogg, passing Indrapoor point 5 miles, and Point Bringer 2 miles to the eastward, observed the burning mountain off Indrapoor flaming very furiously; again saw our friends, Ayer-Rhaja shoals. Passed Tellor point 3 miles, and Point Niamo 1 mile to the eastward, proceeding to Padang Head, as I have heretofore advised, rounding all the islands at ½ a mile distance, particularly Bintango, to clear the shoals off Senaro. From Padang Head we steered N.N.W. ½ W. 18 miles, passing Point Ayer 3 miles to the westward, then N.W. b. W. ½ W. 23 miles, passing Point Bandas to the eastward 3 miles, from which course we must have passed the "Bank" of 5 fathoms (of which I have before doubted the existence), within ½ a mile; we then steered N.W. b. W. 23 miles, when we had a chain of most dangerous breakers, bearing from us W. b. N. ½ N. to S. b. E. ¼ E. the nearest to us S.W. ½ a mile; I have called them Drake's Reef and Shoal. When we had these bearings, Mount Ophir bore N.E. Ojong-Massong Point N. 53° E. 20 miles, or nearly. Tellor Point N. b. W. ¼ W. in lat. 20′ S. long. 99° 44′ E. of Greenwich; these are very treacherous reefs, being steep-to, no bottom with 40 fathoms line. The pilot informed me, they had but 2 fathoms on some of them, and 3 or 4 on others; from hence we shaped our course to Point Tellor, and Point Panca, between which and Point Pingay, being baffled with contrary winds for 2 or 3 days, I have had a better opportunity of shaping the land of Sumatra, and that of Point Pingay, and also ascertaining the dangers on either shore: on the Sumatra shore, the land is very high, and there are five Cliff capes, the southernmost is Tellor, off which is Point Tellor; and round which Oyer-Bongay, the northernmost of the 4 other cliffs or capes, is called Tamong, and I have named the other three, 1st, 2d and 3d Tamong Points: they all form deep bays, and to all appearance making most capital harbours. Off the 2d (which, by the bye, is most remarkable), lies a dangerous rock, 3½ miles S.W. from it; this is the only danger you have to guard against on the Sumatra side. Point Pingay is a low, flat, island, about 13 miles long, ends bearing from its centre S.W. b. S. and N.W. b N. or nearly; off its south end are three islands—Pulo Sachea, Point Oular, and Point Reef (so called by me), having reefs all round it. Off the S.W. end, I saw 4 islands from the mast-head, with many breakers; you must approach near Point Pingay, there being rocks extending miles from the island, particularly along the side fronting the Sumatra coast, there are 3 very dangerous reefs, one N.E. from Point Oular 3½ miles; another S.E. 5 miles; and another S.S.E. 4 miles. In short, no ship has any business near Pingy or its adjacent islands, they are altogether a most dangerous set of islands. There is also an island off Pingy's north end. On the 14th August, at noon, we were mid-channel between Point Pingy and the coast of Sumatra. At ⊙ set we had made a course good N. ½ W. 17 miles (passing Point Tamong 2 miles distance), Nattal flag-staff bearing N.E. 6 miles. We then tacked, and made a course good till 10 P.M. N.W. ½ W. 14 miles, when we sounded from 22 fathoms into 10 fathoms hard rock, being only a mile distance off a dangerous shoal, bearing from Nattal flag-staff N.W. b. W. ½ W. 16 or 17 miles; from Carra-Carra hill W. ½ N. off shore 8 or 9 miles; it has 3 fathoms on it, and called the outer Carra-Carra reef; from hence to Tappanooly we kept in 24 fathoms, passing the Sugar Loaf 2 cables' lengths to port of it, we saw out to seaward, when abreast of Point Eby, the appearance of broken water, which our pilot said was the dangers, as laid down per chart to the southward of Point Bintanna; there is a passage to the southward of the said Dangers, W. b. N. from Nattal, will carry you clear of them, to the southern part of Point Nayas; if you are bound to the westward, you have a fine passage between Pilot island and Point Nayas.

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* SUMATRA:—N. C. xxix, 295; xxxiii, 57, 321.

At Tappanooly we got fresh beef, water, and wood; it abounds with spars, and is as fine a harbour as I ever saw: the only directions necessary are, to be very careful and give the point on which the Resident's house stands a good berth, to avoid a bank of coral rocks, *on which we struck*, not our breadth wide, or our length long, has 2¼ fathoms on it at low-water. There is a passage in-shore, with 10 fathoms water, when on it; the Resident's house N. ¾ W. ¾ of a mile, and Tappanooly flag-staff on the island of Cacheel just open off Battoo-Barroo Point; do not haul round until the flag-staff be well open, or bearing N.E. then steer for it direct, and anchor abreast of it in 9 fathoms water, soft mud, distance a large half mile from the island. Coming-in or going out in the night-time, in hauling round Battoo Barroo, and the other point, if you do not come under 12 fathoms you have nothing to fear; and when you come within a mile of Point Cacheel, you will shoal to 9 fathoms; borrow on the island, the main land (from Battoo-Barroo Point) having several beds of rocks, a large quarter of a mile distant from the beach.

On quitting Tappanooly, I passed to the northward of Mansillea [Mensular] and P. Bintanna, distance from the latter island one mile; it bears from the west end of Mansillea S.W. b. W. 21 or 22 miles. It is a low island, covered with high trees, and has a reef extending 2 cables' length off its west end; from whence to Po. Baby you have nothing to fear, and no soundings with 60 fathoms line. Po. Baby lies off the N.E. end of Point Nayas, in lat. 1° 46′ N. and long. 97° 28′ E. there is a fine clear passage of 11 miles broad between it and Nayas—no soundings round it, but of its south side you will have a bank of 40 to 45 fathoms, rocky ground; I passed on its north side, and found a passage of only 14 miles between it and the southern Banjak, which differs considerably from any other remarks; Banjak Peak is plain to be seen, in passing through this passage, the northern extreme of Point Nayas is in latitude 1° 37′ N. and its western point in 97° 11′ E. longitude; and 1° 30′ N. you have no soundings within 3 miles of the land with 60 fathoms of line. The southern Banjak lies in lat. 2° 0′ N. and 97° 23′ E. the western Banjak in 2° 6′ N. and 97° 11′ E.

H. M. S. Sir Francis Drake,
September 1, 1809.

Extract from the Log-book of H.M.S. Ceylon, when cruising on the West Coast of Sumatra.

A. M. light airs and cloudy, inclinable to calm; at 4° 30′ a breeze off the land; made all sail, the wind at N. b. W. At 5. 30. struck upon a small coral bank, the last cast, just before striking, 23 fathoms, soft mud, (going at the rate of 3 or 4 knots) furled sails, down royal and top-gallant-yards, struck the masts, and out boats; laid out our small bower right astern, in 22 fathoms, half a cable from the ship, hove her to it; then laid out our stream anchor, backed by our kedge; and at 7. 20. hove her off into 26 fathoms. The bearings when on it, the peak of Mount Ophir E. b. N. Pulo Tellor N. Loo-Loo Point N.W. off shore 3 leagues. We had at this time Mr. Williams, pilot (of Padang), on board, who was deceived in our distance off shore, thinking himself much nearer the land than he really was.

Table of geographical sites on the W. Coast of Sumatra, beginning from the S. part of Hog Island to Bencoolen.

NAMES OF ISLANDS, CAPES, &c.	*LAT.*			*LON.*		
	°	′	″	°	′	″
Drake's Island	2	41	0 N.	96	2	0 E.
Cocoa-nut Isles	2	24	0	96	16	0
South Point Hog Island	2	16	0	96	25	0
S. E. Point of do. off Alligator Point	2	30	0	96	31	0
Northern Flat Island	2	10	0	96	37	0
Southern Flat Island	2	8	0	96	34	0
Eastern Flat Island	2	11	0	96	45	0
Banjak Peak	2	14	30	97	12	0
West Point Banjak Isle	2	17	0	97	6	0

⁂ Conclusion of the extracts from the valuable book of M S. remarks, &c. communicated to the Hydrographer of the N. C. by Rear-admiral Lord Viscount Torrington.

Extracts of a Journal kept by Lieutenant D. Jones, *of the E.I.C.'s cruizer, Ariel, on the west coast of Sumatra, between 26th April and 25th August,* 1814.

On the 15th of June, at 8° 31′ in lat. 0° 37′ S. and long. 99° 51′ E Poulo Cassy, bore E.b.N. ¾ N. 2′—outer Priaman, S.E.¼E. 7′—inner ditto, S.E.b.E. 6′¼—middle Priaman, nearly in one with the outer one, a shoal which did not break, south 1¼; Poolo Toojoo, S.b.W. 15, off shore about 3¾ in 16 fathoms water.—At noon in lat. 0° 31′ S. and long. 99° 44′ E. Poulo Cassy, S.E.b.E. 9; the body of Priamans, S.E.½E. 14; Pulo Tecoos Isles, three in number, from N.W. to N.W.b.N. 12′; Oujong-Massong Hills, from N.W.b.N. to N.N.W.; Poulo Toojoo S.½E. 18′ a shoal south 1′ with heavy rollers on it; two shoals from W.b.S. to W.b.N. with very heavy rollers on them, distance 2½′; off the Main about 5′ in 18 fathoms water.

On the 18th of July, at 9 A.M. in lat. 1° 39′ N. and long. 98° 48′ E. the Sugar Loaf bore, 5′; Ponchung Cochea, N.E.¾N. 8′; Ponchung Gedang N.E.¾E. 7′; Battoo-Bootoo Point, N.N.E.½E. 6′; Poulo Oongey, S.E. ¾E 10′; Mensular, from W.S.W. to W.b.N. off the nearest shore about 13′; Pulo Baneyan, Poulo Pooty, and Poulo Ananjangy, in one with Massular, bearing from W.S.W. to W. The islands to the southward of Mensular, named as follows: Pulo Tallam, Pulo Tambarraud, Pulo Laboo, Laboo Gedang, Pulo Laboo Cocheal, Pulo Caly, Manting Gedang, Pulo Caly, Manting Cocheal, and Pulo Battoo, bearing from S.W.b.W.½W. to S.W. about 13 or 14′ off. On the top of the water-fall on Mensular, Sawan Island, bearing about W.¼S. 8 or 9 leagues. At noon, in lat. 1° 36′ E. and long. 98° 45′ E. the Sugar Loaf, S.E.b.E.½E 2′; Pulo Elly, S.S.E.¼E. 19′; Ponchung Cocheal, N.N.E.¾E. 12′; Ponchung Gedang, N.E.¾N.; Battoo Bootoo Point, N.N.E.¼E. 10′; Pulo Oongy, E.b.S.¾S. 11′; Pulo Baccar; shut in with Sugar Loaf; Oojong Battoo Mandy Point, S.E.b.E. 9′ in 23 fathoms water. (Massular is the proper name for Mensular by the natives.) The harbour on the north side of Mensular is perfectly safe from all winds, which is done round a point in the bay a considerable way, situated to the westward, and when this is rounded close, you may anchor, with the point bearing N.b.E. in a bay on the north side of Mensular, south of Pulo Socum, the two points forming which are called Oujong Laboonng Entallang, and immediately to the S.E. of it is called Oujong Gauong, and the point next to it to the northward is Oujong Ayatagen.

On the 30th of July, when in Tappoos Bay, in lat. 2° 2′ N. and long. 98° 21′ E. Massular bore, from S.S.E. to S.E.¾S. 7½ leagues. The water-fall S.S.E.½E. 22′; Breakers, about 1′ from the shore (called by the Malays Battoo Oujong Tellor), from S.E.b.E. to E.½N. 2′; Pulo Carang, from S.E. to S.E.b.E. 8′; a point (called Oujong Tellor), E.½N. 2′; the River's mouth, N.E. 1½; a point (called Inner Oujong Selabee), N.W.½; N.¾ the extreme point, forming the N.W. end of the bay (called outer Oujong Selabee), W.S.W.¾; the extreme of the shoal from it, S.W.½W. 1′; a village called Roomah Selabee, from N. to N.N.W. 1′; Oujong Barroos Point on with the breakers; (Battoo Oujong Tellor), E.b.S. distance 10′; the village of Tapoos bore, N.E.b.E. 2′; in 6½ fathoms mud. In going into Tapoos Bay, there is no danger whatever but the rocks (called Battoo Oujong Tellor), and to keep clear of that, in standing in you must not come under 18 fathoms, until you bring the point of Tapoos, or outer Oujong Selebee, to bear N.b.E. then you may steer boldly in with the point on the larboard bow: anchor in 7 fathoms.

On the 31st of July, at 8° 57′ A.M. in lat. 2° 8′ N. and long. 9° 5′ E. Pulo Lacotta (or Doon Doon by the Malays) S.b.E.½E. The west point of Mansular, S.E. 14 leagues; Oujong Sinkil, N.W.½W. 15′; Pulo Mankey, N.E.b.E. 9′; Oujong Bawang, N.N.W.¼W. 10′; Pulo Gosang Telago, N.b.E. 9′: Pulo Cassia is an island near Pulo Baniac. At noon, in lat. 2° 12′ N. and long. 98° 0′ E.; Sinkil Point, N.W.b.W.½W. 11′; Gosang Telago, N.E.¾E. 7′; Oujong Bawang, N.E.½N. 9′; Pulo Baniac, W.½S. Massular from the head S.E.½E. The shoal about E.S.E. 4′; and I think it may be 6′ from the shore. The name of the shoal is Carang Gosang Telago, and has, I am pretty certain, 15 feet in the shoalest part, and is about half a mile in circumference, extending in a N.W. and S.E. direction. There is 19 fathoms on each side of the shoal.

On the 4th of August, at 8° 32′ A.M. in lat. 2° 12′ N. and long. 97° 47′ E. Baniac Peak bore West, 16′; Pulo Lago, W.b.S. 9′; Pulo Neebooang, W.N.W. 10′; Passage Island, N.W.b.N.½N. 14′; Sinkil Point, N.E.b.E. 6′; Sinkil village, E.N.E. 7′; Oujong Bawang, E.¼N. 10′; Oujong Battoo Caloo, N. 13′, in 22 fathoms water. The S. eastern extremes of Pulo Baniac, S.W.b.W. a small island called Pulo Oola, S.W. 9′; Noon, in lat. 2° 15′ N. and long. 97° 45′ E.; Oujong Battoo Caloo, N.¾E. 11′; Passage Island, N.N.W. 11′; Sinkel Point, E.¼S. 10′; Oujong, E.½S. 13′; Peak of Baniac, W. 14′. The eastern extremes of Pulo Baniac, S.W.½W. Pulo Oola, S.W.¼S. 10′; Pulo Sago, S.W.b.W.¾W. 9′; Pulo Neebooang, from W.½N. to W.N.W. 11′ There are so many islands and rocks in the vicinity of Pulo Baniac, that it would be impossible to give them names, as I believe the Malays themselves have none. There is no passage whatever between Passage Island and Pulo Baniac, nor is there a passage between any of the islands adjacent. The proper course for steering through the passage is, to borrow near Passage Island, and pass it on the east side at the distance of ½ a mile. Passage Island is called by the Malays Poulo Gosang-Javejainee.

On the 10th of August, in lat. 2° 55′ N. and long. 97° 39′ E. when at anchor. The landing place on Pulo Kayo, W.b.S.½S. ¼′; Pulo Gosang Candang, W.b.N.¼N. 7′; Pulo Kayo, from W.½N. to S.W.b.W. ¼′; Pulo Gosang Subandiang, S.W. 1′. The shoal from S.¾W. to S.S.W. 1¼′; Pulo Dua, from W.b.N.¼N. to N.W.b.W.½′; Pulo Neebooang, N.W. 2′. The flag-staff and village of Oujong Poolow, N.N.E. ½ a mile. Sebaddie Point, E. 1¼′; Bacoongang Point, in one with the centre of Pulo Dua, W.N.W. 10′; Pulo Trumong, S.E. 10′: the extremes of the land to the southward, S.S.E.½E. in 13½ fathoms soft ground. No passage between Pulo Kayo and Seebandiang. The village of Rambooang, S.E. 8¼′; Village of Sillacatte, E.S.E. 6′.

On the 15th of August, at 8° 41′ A.M. in lat. 3° 1′ N. and long. 97° 21′ E. Tampatuan bore north about 12′. At noon in lat. 3° 4′ N. and long. 97° 21′. Tampatuan bore north about 9′. When at anchor in lat. 3° 14′ N. and long. 97° 21′ E. The flag-staff on the hill, W.b.S. ¾′. The point of the same hill (called Oujong Tuang), S.W.½ a mile, the extremes to the southward, S.E.b.E. a shoal bearing E. ¼. There are also two shoals near Tampatuan, one is situated about 200 yards from Oujong Tuang point, in a southerly direction, and the other about 1 mile from the same point, in a westerly direction, and is two cables length from the beach which is rocky. There is another bay for ships to lie in at Tampatuan, near the river's mouth, but is not to be preferred to the present anchorage.

On the 22d August in lat. 3° 45′ N. and long. 97° 3′ E. when at anchor. The flag-staff on the island, S.E.b.E. 2′. The shoal of that point breaking S.E. 2′ the green water extending from it, which is sandy ground, and rather shoaler than the other part, S.b.E. 2′. A shoal called St. George's bank, breaking S.E. 6′ ; a small shoal breaking from S.E.b.E.½E. to E.b.S. ¾ of a mile ; a shoal S.S.E. 3′. The outer extremes of the shoal off Pulo Kayo point, S.b.W. ¼ of a mile. The village of Soosoo S.S.E.½E. 2′. The outer extremes of the trees on Pulo Kayo, W.b.S.¾S. ½ a mile; Shoals breaking outside from S.W. to W.b.S. 7 or 8′ in 9½ fathoms soft ground. The course to run out is S.S.E. and then you may round the point of Pulo Kayo.

On the 24th of August, at 8° 43′ A.M. in lat. 3° 5′ ″ N. and long. 96° 36′ E. Oujong Rajah, or Cape Felix, bore about S.E.b.E. 14′. The land about Analaboo, N.N.W.¼W. 13′ in ten fathom water. At noon, in lat. 4° 9′ N. and long. 96° 30′ E. when at anchor in Analaboo bay ; the west point or Analaboo point W. The town N.N.W. a reef off the northern point N.¾W. The extremes to the southward, S.E.¼ E. off the town, 2′, off the point to the westward 1¾, off the northern point 1½, in 6¼ fathoms, fine sand. The reef of rocks projecting from Analaboo point, W.b.S¼.S. 1¾′.

(Signed) D. Jones,

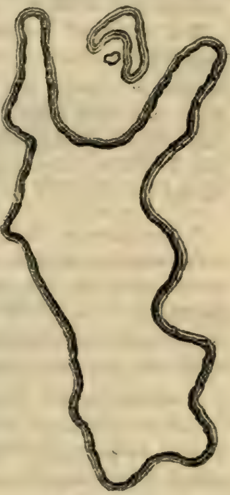
Lieut.-Commander H. C. C. Ariel.

SOUTH SEA.

Phenomenon at Sunday Isle, 1814.

[From the journal of an officer on board the ship Jefferson.]

This isle is in lat. 29° 12′ S. and long. 178° 13′ W. from Greenwich. On the 23d of February, 1814, we touched at it to get off some wood, and laid here, off and on, two days : got several boat-loads of wood during the time; sounded in different parts ; the least was 16½ fathoms, gravelly bottom, within the heads of the bay ; again 45 fathoms, rather without the heads, black sand. On the 8th of March, being about 3 or 4 leagues off the island, observed a black cloud which nearly covered it. We were soon convinced that some part of the isle was a volcano; but could not ascertain at what part of the island the fire was. We steered to the southward that day; the same night when we were about 70 miles distant from it, observed sparks of fire that flew to an astonishing distance. Continued until about 12 the same night, when we were at least 80 miles from it. Again on the 14th of May, returned from New Zealand to this isle; observed a smoke rising from the bay. About three P.M. got quite handy. Sent off two boats for the shore, and, about 4, to our great surprise landed on an islot, where we sounded, and had 45 fathoms water, the 23d of February. In some parts of this islot, at the time we landed, the water was so hot, that it would boil fish, or any thing, else; having a suffocating smell, so that no person could stay any time on it where it was boiling: but the greatest part of it was solid coarse gravel, and large stones in different parts; the highest part of it about 200 yards, like a sugar loaf, and about three miles round, in the form nearly of a horse-shoe. We were about two hours at this place; it lies almost in the centre of the bay; the water, in some parts of it, is like copper water, the form of the isle is nearly this:—Where we landed it has 45 fathoms water: within the heads of the small isle lies a smaller which was boiling up at the time we landed on it, and the smoke very thick, so that we could scarcely see each other on the opposite sides. The water so very hot, that no person could bear a finger in it, the stones and gravel in different parts in great quantities, as though they had been dropped from a cart; but they were quite burned, so that I could break the largest of them with my hand.



Ja. Jones.

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GEOGRAPHICAL NOMENCLATURE.

MR. HYDROGRAPHER—Geographers in general set forth, that a lake is a body of water *every where* surrounded by land; yet, in contradiction to their own assertion, we find that they frequently affix that appellation to vast collections of water which have communication with the ocean by rivers.

Those waters of North America, for instance, are by them termed lakes; but so far from being surrounded by land *every where*, they are in themselves not only connected, but discharge their superfluous waters into the ocean by the river St. Lawrence, and that of Churchill, which empties itself into Hudson's Bay. Again, that inland water of Geneva, in Europe, is called a lake, though it has communication with the Mediterranean sea by the Rhone.

It appears probable the name had at first been erroneously applied to them, and that custom has fixed it, as it does many other terms, improperly.

It is not easy to determine when the error first originated; for whatever definition the ancients might have given to the word lake, its present acceptance is plain, although the word itself has been ill applied. And we find that a portion of inland water, which we moderns would properly call a lake, has been by them (the ancients) termed a sea; I mean the Aral sea, which has not really any communication with the ocean, though rivers run into or from it.

There cannot, I think, be any reason assigned against their being called inland seas; and with as much correctness as the Caspian sea, in

Asia, is so denominated; for that vast collection of water is situated as those in North America are, communicating by the Volga with the Ocean and the gulf of Oby.*

The waters of the new Continent might, therefore, be comprehended under the appellation of the Canadian seas, and distinguished by their respective names, *viz.* Ontario, Erie, Huron, Michegan, Superior, &c. Some time after I had committed these thoughts to paper, I fortunately met with Dr. ROBERTSON's ideas on the subject, in his *History of America;* and it must be acknowledged, that his opinion carries weight with it. In his 1st vol. page 215, he observes :—

"The lakes of the new world are no less conspicuous for grandeur than its mountains and rivers. There is nothing in the other parts of the globe which resembles the prodigious chain of lakes in North America. They may properly be termed inland seas of fresh water; and even those of the second and third class in magnitude are of larger circuit (the Caspian sea excepted) than the greatest lake of the ancient continent."

I will only farther add, that so confused are those geographical terms which are applied to the different portions of land and water, that most people are puzzled to distinguish one from the other. The consequence of which is obvious—we hear, for instance, a lady† of reputed talent singing the charms of a beautiful "lake," which she tells us is divided from the ocean or sea by an island (Amber isle), and that it forms a good harbour for shipping!

The analogy of the different contracted parts of the sea is very great; but the terms applied to each, in general, are too synonymous, which does, and ever will, create confusion, until a complete revision of the geographical nomenclature take place. I have never read THALES, STRABO, or PTOLEMY, the ancient geographers, nor Mr. D'ANVILLE, the most celebrated of the moderns; but I conclude that all our own have been merely repeaters.

If you should think this humble essay worthy insertion, I shall feel satisfied; and it might tempt some of your scientific readers to enlarge on the subject; and perhaps may induce Captain TUCKEY to bestow his good judgment on that particular part of the science of which he is treating.

I am, &c. &c.

An Observer.

26th January, 1815.

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* This correspondent, although generally correct in his ideas, and sound in his doctrine, seems, in this instance, to have overlooked or forgotten that the Volga does not emerge *from,* but discharges *into,* the Caspian, which is to all intents and purposes, a lake, having no direct communication with the sea, nor, in fact, any outlet at all. [HYDR. 𝔓. 𝔆.]

† Miss SEWARD. See *Hoyle-lake,* a Poem.

STATE PAPERS.

By his Royal Highness the PRINCE of WALES, REGENT of the United Kingdom of Great Britain and Ireland, in the name and on the behalf of his Majesty,

A PROCLAMATION,

For granting the Distribution of Prizes, during the present Hostilities.

George, P.R.

WHEREAS by our order in council, dated the twenty-first day of June instant, we have ordered that general reprisals be granted against the ships, goods, and subjects of France, subject to such exceptions as his Majesty may at any time or times hereafter be pleased to declare, so that as well the fleets and ships of his Majesty, as also all other ships and vessels that shall be commissioned by letters of marque or general reprisals, or otherwise by the Commissioners for executing the office of Lord High Admiral of Great Britain, shall and may lawfully seize all ships, vessels, and goods belonging to the government of France, or to any persons being subjects of France, or inhabiting within any of the territories thereof (saving always such exceptions as his Majesty may at any time or times hereafter be pleased to declare), and bring the same to judgment in any of the Courts of Admiralty within his Majesty's dominions, duly authorised and required to take cognizance thereof, we being desirous to give due encouragement to his Majesty's faithful subjects who shall lawfully seize the same; and having declared in council by our order of the twenty-first of June instant, our intentions concerning the distributions of all manner of captures, seizures, prizes, and reprisals of all ships and goods during the present hostilities (subject to the exceptions herein-before reserved), do now make known to all his Majesty's loving subjects, and all others whom it may concern, by this our Proclamation, by and with the advice and consent of his Majesty's privy council, that our will and pleasure is, in the name and on the behalf of his Majesty, that the neat produce of all prizes taken (subject to the exceptions herein-before reserved), the right whereof is inherent in his Majesty and his Crown, be given to the takers (save also the produce of such prizes as are or shall be taken by ships or vessels belonging to, or hired by, or in the service of the Commissioners of Customs or Excise, the disposition of which we reserve to our further pleasure, and also save and except as herein-after mentioned), but subject to the payment of all such or like customs and duties as the same are now, or would have been liable to, if the same were or might have been imported as merchandise, and that the same may be given in the proportion and manner herein-after set forth; that is to say, That all prizes taken by ships and vessels having commissions of letters of marque and reprisals (save and except such prizes as are or shall be taken by the ships or vessels belonging to, or hired by, or in the service of the Commissioners aforesaid), may be sold and disposed of by the merchants, owners, fitters, and others, to whom such letters of marque and reprisals are granted, for their own use and benefit, after final adjudication, and not before.

And we do hereby further order and direct, that the net produce of all prizes which are or shall be taken by any of his Majesty's ships or vessels of war (save and except when they shall be acting on any conjunct expedition with his Majesty's land forces, in which case we reserve to ourselves the division and distribution of all prizes and booty taken; and also save and except as hereinafter-mentioned), shall be for the entire benefit and encouragement of the flag-officers, captains, commanders, and other commissioned officers in his Majesty's pay, and of the seamen, marines, and soldiers on board his Majesty's said ships and vessels at the time of the capture; and that such prizes may be lawfully sold and disposed of by them and their agents, after the same shall have been finally adjudged lawful prize to his Majesty, and not otherwise.

The distribution shall be made as follows:—the whole of the net produce being first divided into eight equal parts.

The captain or captains of any of his Majesty's said ships or vessels of war, or officer commanding such ship or vessel, who shall be actually on board at the taking of any prize, shall have two eighth parts: but in case any such prize shall be taken by any of his Majesty's said ships or vessels of war under the command of a flag or flags, the flag officer or officers being actually on board, or directing and assisting in the capture, shall have one third of the said two-eighth parts; the said one-third of such two-eighth parts to be paid to such flag or flag-officers in such proportions, and subject to such regulations, as are herein-after mentioned.

The sea lieutenants, captains of marines, and land forces, and master on board, shall have one-eighth part, to be equally divided amongst them; but every physician appointed, or hereafter to be appointed, to a fleet or squadron of his Majesty's ships of war, shall, in the distribution of prizes which may hereafter be taken by the ships in which he shall serve, or in which such ship's company shall be entitled to share, be classed with the before-mentioned officers with respect to one-eighth part, and be allowed to share equally with them, provided such physician be actually on board at the time of taking such prizes.

The lieutenants and quarter-masters of marines, and lieutenants, ensigns, and quarter-masters of land forces, secretaries of admirals, or of commodores with captains under them, second masters of line-of-battle ships, surgeons, chaplains, pursers, gunners, boatswains, carpenters, masters-mates, and pilots on board, shall have one-eighth part, to be equally divided amongst them.

The other four-eighth parts of the prize to be divided into shares, and distributed to the persons composing the remaining part of the crew, in the following proportions; *videlicet*, To the first class of petty officers, namely, the midshipmen, surgeons' assistants, secretaries' clerks, captains' clerks, schoolmasters, masters at arms, captains' coxswains, gunners' mates, yeomen of the powder-room, boatswains' mates, yeomen of the sheets, carpenters' mates, quarter-masters' mates, ships' corporals, captains of the forecastle, master sail-makers, master caulkers, master rope-makers, armourers, serjeants of marines and land forces, four and a half shares each.

To the second class of petty officers; *videlicit*, midshipmen, ordinary captains of the foretop, captains of the maintop, captains of the after-guard, captains of the mast, sail-makers' mates, caulkers' mates, armourers' mates, ship's cook, corporals of marines and of land forces, three shares each.

The quarter gunners, carpenter's crew, sail-maker's crew, coxswain's mates, yeomen of the boatswain's store-room, gun-smiths, coopers, trumpeters, able seamen, ordinary seamen, drummers, private marines, and other soldiers, if doing duty on board in lieu of marines, one and a half share each.

The landsmen, admirals domestics, and all other ratings not above enumerated, together with all passengers, and other persons borne as supernumeraries, and doing duty and assisting on board, one share each, excepting officers acting by order, who are to receive the share of that rank in which they shall be acting.

And young gentlemen, volunteers by order, and the boys of every description, half a share each.

And we do hereby further order, that in case of cutters, schooners, brigs, and other armed vessels commanded by lieutenants, the distribution shall be as follows: First, that the share of each lieutenant shall be two eighth parts of the prize, unless such lieutenants shall be under the command of a flag-officer or officers, in which case the flag-officer or officers shall have one-third of the said two eighths, to be divided amongst such flag-officer or officers, in the same manner as herein directed in the case of captains serving under flag-officers.

Secondly.—We direct that the share of the sub-lieutenant, master, and pilot, shall be one-eighth; if there be all three such persons on board, to be divided into four parts, two parts to be taken by the sub-lieutenant, one part by the master, and one part by the pilot; if there be only two such persons on board, then the eighth to be divided into three parts, of which two-thirds shall go to the person second in command, and one-third to the other person; if there be only a sub-lieutenant or a master, and no pilot, then the sub-lieutenant or master to take the whole eighth; if there be only a pilot, then such pilot to have one-half of the eighth, and the other half to go to Greenwich Hospital.

Thirdly.—That the share of the surgeon, or surgeon's assistant (where there is no surgeon), midshipmen, clerk, and steward, shall be one-eighth.

Fourthly.—That the remaining four-eighths shall be divided into shares, and distributed to the other part of the crew, in the following proportions, viz. the gunners, boatswains, and carpenter's mates, yeomen of the sheets, sail-maker, quarter-master, and quarter-masters' mates, and serjeants of marines, to receive four and a half shares each.

The corporals of marines, three shares each.

The able seamen, ordinary seamen, and marines, one and a half share each.

The landmen, together with passengers and other persons borne as supernumeraries, doing duty and assisting on board, to receive one share each.

Boys of all descriptions, half a share each.

But it is our intention, nevertheless, that the above distribution shall only extend to such captures as shall be made by any cutter, schooner, brig, or armed vessel, without any of his Majesty's ships or vessels of war being present, or within sight of, and adding to the encouragement of the captors, and terror of the enemy; but in case any such ships or vessels of war shall be present or in sight, that then the officers, pilots, petty officers, and men on board such cutters, schooners, brigs, or armed vessels, shall share in the same proportion as is allowed to persons of the like rank and denomination on board of his Majesty's ships and vessels of war, the sub-lieutenant and master to be considered as warrant officers; and such cutters, schooners, brigs, or armed vessels shall not, in respect of such captures, convey any interest or share to the flag-officer or officers under whose orders such cutters, schooners, brigs, and armed vessels may happen to be.

And whereas it may be judged expedient, during the present hostilities, to hire into his Majesty's service armed vessels, to be employed as cruisers against the enemy, which vessels are the property of, and the masters and crews are paid by the owners of whom they are hired, although several of them are commanded by commissioned officers in his Majesty's pay; it is our further will and pleasure, that the neat produce of all prizes taken by such hired armed vessels (except as hereinafter mentioned) shall be for the benefit of such commissioned officers in his Majesty's pay, and of the masters and crews on board the said hired armed vessels at the time of the capture, and that such prizes may be lawfully sold and disposed of by them and their agents, after the same shall have been to his Majesty finally adjudged lawful prize, and not otherwise; the distribution whereof shall be as follows:

The whole of the neat produce being divided into eight equal parts, the officer commanding any hired armed vessel aforesaid, who shall be actually on board at the taking of any prize, shall have two-eighths; but in case such hired armed vessel shall be under the command of a flag or flags, the flag officer or officers being actually on board, or directing or assisting in the capture, shall have one-third of the said two-eighth parts, the said one-third of the two-eighth parts to be paid to such flag or flag-officers in such proportions, and subject to such regulations as are hereinafter mentioned. In case there be acting on board such hired armed vessel, besides the officer commanding the same, one or more commissioned sea-lieutenants in his Majesty's pay, such lieutenant or lieutenants shall take one-eighth; one-eighth shall belong to the master and mate, of which the master shall take two-thirds, and the mate one-third; but in case there shall be acting on board such hired armed vessel one or more midshipmen, in that case the master shall take one-half of the eighth, and the other shall be divided equally between the mate and midshipmen; the remaining four-eighth parts shall belong to, and, being divided into shares, be distributed among the other petty officers, men, and boys, in the same proportion as herein-before directed with respect to the division of prize-money in his Majesty's ships of war. And in the case of prizes taken by any hired armed vessel, not commanded by any of his Majesty's commissioned officers, one-eighth shall belong to the flag-officers, to be divided as aforesaid, in case such hired armed vessel shall be under the command of a flag: one-eighth shall belong to the master and mate, of which the master shall take two-thirds, and the mate one-third.—Four-eighths shall belong to and be divided among the petty officers and crew in manner aforesaid. The surplus, the distribution of which is not herein directed, shall remain at our disposal, and if not disposed of within a year after final adjudication, the same shall belong to and be paid to Greenwich Hospital; and in the case of prizes taken jointly by any of his Majesty's ships of war or any hired armed vessel, his Majesty's commissioned officer or officers on board such hired armed vessel shall share with the commissioned officer or officers of the same rank on board his Majesty's ship or ships of war, being joint captors; the master of such hired armed vessel shall share with the warrant officers; the mate of such hired armed vessel with the first class of petty officers; and the seamen, landmen, and boys of such hired armed vessel with persons of the same description on board his Majesty's said ship or ships of war; save and except that in case such hired armed vessel shall be commanded by one of his Majesty's commissioned officers, having the rank of master and commander, and there shall be none of his Majesty's lieutenants on board, or in case such hired armed vessel shall be commanded by the master, in both those cases the master of such hired armed vessel shall share with the lieutenants of his Majesty's ships of war, and the mate with the warrant officers; and in case any difficulty shall arise in respect to the said distribution, not herein sufficiently provided for, the same shall be referred to the Lords Commissioners of the Admiralty, whose direction thereupon shall be final, and have the same force and effect as if herein inserted.

Provided, that if any officer being on board any of his Majesty's ships of war at the time of taking any prize, shall have more commissioned officers than one, such officer shall be entitled only to share or shares of the prizes which, according to the above-mentioned distribution, shall belong to his superior commission or office.

Provided also, that in all prizes taken by any of his Majesty's squadrons, ships, or vessels, while acting in conjunction with any squadron, ship, or vessel, of any other powers that may be in alliance with his Majesty, a share of such prizes shall be set apart, and be at our further disposal, equal to that share which the flag and other officers and crews of such squadron, ships, or vessels would have been entitled to if they had belonged to his Majesty.

And we do hereby strictly enjoin all commanders of his Majesty's ships and vessels of war taking any prize, to transmit as soon as may be, or cause to be transmitted, to the Commissioners of the Navy, a true list of the names of all the officers, seamen, marines, soldiers, and others, who were actually on board his Majesty's ships and vessels of war under their command at the time of the capture; which list shall contain the quality of the service of each person on board, together with the description of the men, taken from the description books of the capturing ship or ships, and their several ratings; and be subscribed by the captain or commanding officer, and three or more of the chief officers on board. And we do hereby require and direct the Commissioners of the navy, or any three or more of them, to examine, or cause to be examined, such lists, by the muster-books of such ships and vessels of war and lists annexed thereto, to see that such lists do agree with such muster-books and annexed lists, as to the names, qualities, or ratings of the officers, seamen, marines, soldiers, and others belonging to such ships and vessels of war; and upon request, forthwith to grant a certificate of the truth of any list transmitted to them, to the agents nominated and appointed by the captors to take care and dispose of such prize; and also upon application to them (the said Commissioners), to give, or cause to be given, to the said agents, all such lists from the muster-books of any such ships of war and annexed lists, as the said agents shall find requisite for their direction in paying the produce of such prizes; and otherwise to be aiding and assisting to the said agents, in all such matters as shall be necessary.

We do hereby further will and direct, that the following regulations shall be observed concerning the one-third part of the two-eighths hereinbefore mentioned to be granted to the flag or flag-officers who shall actually be on board at the taking of any prize, or shall be directing or assisting therein.

First—That a captain of a ship shall be deemed to be under the command of a flag, when he shall actually have received some order directly from, or be acting in execution of some order issued by a flag-officer; and in the event of his being directed to join a flag-officer on any station, he shall be deemed to be under the command of such flag-officer from the time that he arrives within the limits of the station, and shall be considered to continue under the command of the flag-officer of such station, until such captain shall have received some order directly from, or be acting in execution of some order issued by some other flag-officer, or the Lords Commissioners of the Admiralty.

Secondly—That a flag-officer commander-in-chief, when there is but one flag-officer upon service, shall have to his own use the one-third part of the said two-eighths of the prizes taken by ships and vessels under his command.

Thirdly—That a flag-officer sent to command on any station, shall have a right to share as commander-in-chief for all prizes taken by ships or vessels employed there from the time he arrives within the limits of such station; but if a junior flag-officer be sent to relieve a senior, he shall not be entitled to share as commander-in-chief in any prizes taken by the squadron, until the command shall be resigned to him, but shall share only as a junior flag-officer until he assumes the command.

Fourthly—That a commander-in-chief or other flag-officer, appointed or belonging to any station, and passing through or into any other station, shall not be entitled to share in any prize taken out of the limits of the station to which he is appointed or belongs, by any ship or vessel under the command of a flag-officer of any other station, or under Admiralty orders.

Fifthly—That when an inferior flag-officer is sent to reinforce a superior flag-officer on any station, the superior flag-officer shall have no right to any share of prizes taken by the inferior flag-officer, before the inferior flag-officer shall arrive within the limits of the station, or shall actually receive some order directly from him, or be acting in execution of some order issued by him. And such inferior flag-officer shall be entitled to his proportion of all captures made by the squadron, which he is sent to reinforce, from the time he shall arrive within the limits of the command of such superior flag-officer.

Sixthly—That a chief flag-officer quitting a station, either to return home, or to assume another command, or otherwise, except upon some particular urgent service, with the intention of returning to the station as soon as such service is performed, shall have no share of prizes taken by the ships or vessels left behind after he shall have surrendered the command to another flag-officer appointed by the Admiralty to be commander-in chief of such station; or after he shall have passed the limits of the station, in the event of his leaving the command without being superseded.

Seventhly—That an inferior flag-officer quitting a station, when detached by orders of his commander-in-chief out of the limits thereof, upon a special service, with orders to return to such station as soon as such service is performed, shall have no share in prizes taken by the ships and vessels remaining on the station, after he shall have passed the limits thereof; and in like manner the flag-officers remaining on the station shall have no share of the prizes taken by such inferior flag-officer, or by the ships and vessels under his immediate command, after he shall have quitted the limits of the station, except when detached as aforesaid.

Eighthly—That when vessels under the command of a flag, which belong to separate stations, shall happen to be joint captors, the captain of each ship shall pay one-third of the share, to which he is entitled, to the flag-officers of the station to which he belongs; but the captains of vessels under Admiralty orders, being joint captors with other vessels under a flag, shall retain the whole of their share.

Ninthly—That if a flag-officer is sent to command in any of the outports of this kingdom, he shall have no share of the prizes taken by ships or vessels which have sailed, or shall sail, from that port, by order from the Admiralty.

Tenthly—That when more flag-officers than one serve together, the one third part of the two-eighth parts of the prizes taken by any ships or vessels of the fleet or squadron, shall be divided in the following proportions; *viz.* if there be but two flag-officers, the chief shall have two-third parts of the said third of two-eighths, and the other shall have the remaining third part: but if the number of flag-officers be more than two, the chief shall have only one-half, and the other half shall be equally divided among the junior flag-officers.

Eleventhly—That commodores, with captains under them, shall be esteemed as flag-officers with respect to the one-third of the two-eighth parts of prizes taken, whether commanding-in-chief, or serving under command.

Twelfthly—That the first captain to the admiral and commander-in-chief of his Majesty's fleet, and also the first captain to a flag-officer appointed or hereafter to be appointed to command a fleet or squadron of ten or more ships of the line-of-battle, shall be deemed and taken to be a flag-officer, and shall be entitled to a part or share of prizes as the junior flag-officer of such fleet or squadron.

Given at the Court at Carlton-House, the twenty-ninth day of June, one thousand eight hundred and fifteen, in the fifty-fifth year of his Majesty's reign.

GOD save the KING.

By his Royal Highness the PRINCE of WALES, REGENT of the United Kingdom of Great Britain and Ireland, in the Name and on the Behalf of his Majesty,

A PROCLAMATION.

George, P.R.

WHEREAS divers marines, now serving in his Majesty's Royal Marine Forces, did, at the time of their respective enlistments, engage to serve his Majesty for the limited period of seven years, provided his Majesty should so long require their service, and also for such further term, not exceeding six months, as should be directed by the commanding officer on any foreign station, and not exceeding three years, as should be directed by any Proclamation of his Majesty, provided always, that in the latter case the additional periods should determine whenever six months of continued peace, to be reckoned from the ratification of any definitive treaty, should have elapsed subsequent to the expiration of the said seven years; and whereas the recommencement of hostilities renders it expedient to exercise the power vested in his Majesty of enlarging such limited period of service, we have therefore thought fit, in the name and on the behalf of his Majesty, and by and with the advice of his Majesty's privy council, to issue this Proclamation; and we do hereby, in the name and on the behalf of his Majesty, direct, that all marines now serving in his Majesty's royal marine forces, who have been inlisted as aforesaid, still continue to serve therein for the term of three years after the expiration of such limited period of seven years; provided always, that the said additional period shall determine whenever six months of continued peace, to be reckoned from the ratification of any definitive treaty, shall have elapsed subsequent to the expiration of such limited period of service.

Given at the Court at Carlton-House, the twenty-first day of June, in the fifty-fifth year of his Majesty's reign, and in the year of our Lord one thousand eight hundred and fifteen.

GOD save the KING.

Poetry.

THE AQUATIC TOUR; A POEM,

Descriptive of a Jaunt of Pleasure in Surinam.

INTENT on other pleasures, other sports,
Than those the dull Metropolis affords,
A Tour Aquatic to Warappa Creek *
Was fix'd upon, and *Friday* was the day.
Well-stor'd with viands—turkey, fowl, and ham;
Wine, porter, brandy;—all that heart could wish
The calls of thirst and hunger to allay,
Our gallant barge we launch into the stream,
And then ourselves embark. Six sable sons
Of Afric row, while one directs the helm:
At first reluctant, slow they ply the oar,
But soon the *Soopee*'s † potent charms prevail,
And stimulate their action. Dram-inspired,
They turn amain, and raise the savage song;
Uncooth, indeed, and harsh to *Buckra*'s ‡ ear,
Yet serving well to regulate the stroke
Of dashing oars, and animate their toil.
Assisted by the fav'ring tide, our barge
Glides swiftly down the stream; and soon we leave,
Without regret, the crowded town § behind.
There, for a while, the Jew (intent on gain)
We leave to prey upon the Christian dupe;
While void of care, and business laid aside,
To fair *Warappa* we direct our course;
For now our chiefest object is to view
Its boasted beauties. Fancy paints its banks

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* In the colony of Surinam, famed for high cultivation.

† The Dutch word here for a dram of rum, &c.

‡ White people, so named by the Negroes..

§ Paramaribo.

With sumptuous buildings, highly-cultur'd fields,
Fair gardens, smooth canals, and meadows green,
In rich and sweet variety adorn'd:
Nor is the picture false; for here we found,
However rare, that Fancy did not flatter.
Strong and well-built, of ever-during wood,
Their houses rise commodious; and the praise
Of cleanliness, at least, and comfort claim.
But far more sumptuous and magnificent,
Structures superb! their *Logees*[*] tow'r sublime,
And in the stranger's mind no small degree
Of admiration raise. Their gardens, too,
Adorn'd with sweetest flowers; their orchards fair,
Where trees unnumbered various fruits display;
May well the tribute of a verse demand.
But who their plants can name—their classes fix—
Or qualities describe? LINNÆUS's self,
Were he alive, would sink beneath the task,
Which I, poor wight! in botany unskill'd,
To BOLINGBROKE,[†] or abler pens resign.
Me it contents, amidst the countless hoards
Of rich *Guiana*'s products, to attempt
Some faint description of the chosen plants,
Though few, which chief the Planter's care engage,
And in the end his labours best repay.
  First on the list the juicy Cane appears,
Of tropic climes the glory and the boast!
O'er wide-spread fields of rich luxuriant soil,
Behold how thick its spiky tops arise!
And rustling loud, and waving in the wind,
A goodly prospect yields. Mature in time,
And full of richest juice, close to its root
The cutlass is apply'd, and down in heaps
The many jointed canes loud crashing fall,
O'er wide canals, in shallow punts, they then
Are to the mill convey'd. There soon the juice
Nectareous is express'd by cylinders
Of brightest iron, rolling with a force
Which nothing can resist. The liquor then
Is from the mill in leaden spouts convey'd,
And pour'd in bubbling boilers, seething there
With long-continuing violence; at length
The sacch'rine juice a sirup pure becomes,
Which to a cooler, from the tache[‡] transferr'd,

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[*] Coffee and Cotton-houses, of great dimensions.

[†] Alluding to a Statistical History of Demerary, &c. by a modern author of that name.

[‡] An iron boiler.

First granulates, and then to sugar turns.
Pack'd next in casks, and duly drain'd of all
Its dregs (yclept molasses here), it then
Is fit to send where markets best invite;
But ENGLAND chief monopolizes all
This sweet commodity: There in their pies,
Their tarts, and rich preserves, it always forms
A chief ingredient; there the young and old,
Maids, matrons, children, hoary-headed sires,
Are all—all fond of sugar. Yet, alas!
Though much they use, *unus'd* much more remains;
For sugar now in England is a drug.

Next comes the *Coffee-tree*, fair shrub!
With dark-green leaves, and snowy blossoms deck'd,
Bearing profusely berries ripe or green.
Thy virtues, *Coffee!* when by art distill'd,
Let politicians tell: I wave the task.
Jews, Turks, and Christians, all agree to praise
Its pleasant and exhilarating powers;
But chief its potent properties extol,
To cheer the brain, and purify the blood.

Last comes the *Cotton Plant*, and fair displays
Its golden blossoms, or in swelling pods
Its precious store of vegetable wool
Some time conceals; till bursting, it appears
Soft as cygnet's down, and whiter far
Than fleece was ever shorn from flocks which graze
On Albion's downs, or proud Iberia's hills.

Nor let the useful *Plantain* be forgot,
Whose spungy stock can scarce sustain the weight
Of its own fruit;—that fruit which oft supplies,
Ev'n to the Master's self, the place of bread;
But to the faithful and laborious Slave,
Affords (when boil'd, or roasted, or *tum-tumm'd*[*]),
A copious, wholesome, and a sweet repast.

Such are thy products, sweet WARAPPA! such
The beauteous scenes thy fruitful banks display.
Yet not the contemplation of those scenes,
Howe'er delightful, can alone engross
Our first attention; hunger now, and thirst,
Assailants keen! imperiously assert
Their claims to due refection. Strait we call
Our valets, and from well-stor'd magazine
Of belly-timber, soon draw forth such cates
As best conduce to yield stomachic joy:

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[*] Tum-tummed—Pounded in a wooden mortar.

First comes the ham, great stand-by ! next
Cold fowl, or turkey, or Hibernian beef,
Well cur'd and pickled for the traveller's use,
Whether in ships he braves the dangerous deep,
Or plies, like us, in boats upon a creek.
Nor are the liquid elements of life
Forgotten or untasted : flowing cups
Of sangaree, or punch, toddy, or grog,
Go quickly round ; while *soopees* next succeed
Of gin or brandy, or that matchless wine,
Yclept Madeira, mirth-inspiring draught !
Which drowns all cares in every British heart,
And makes ev'n dull phlegmatic Dutchmen gay.
  As thus in cabin snug we glide along,
The sultry hours not undelightful pass—
So far as eating, drinking, and discourse,
Punning and politics, or merry jest,
Can make them ; till the night comes on, and then
The question rises where that night we lodge ?
In many countries, were we to suppose
No taverns near, this question well might seem
To ask a serious answer ; but, in Surinam,
Bless'd country ! where no *public-house* is found,
It proves a matter of but slight concern :—
For (night once come) as chance or choice directs,
The first Plantation boldly we approach,
And there (without a bow or blush) demand
A place to hang our hammocs ! This request
(Here deem'd no favour, but a common right
Of hospitality, to strangers due)
Is soon accorded ; and our *Belgic* host
(For most are Dutchmen here) will oft invite
You to partake of what his home affords,
Be't only coffee, *soopee*, soup, or pipe,
Segar, or any thing which else (good man !)
He has the power to offer. Can the rich
Or great, whose beds are down, whose tables groan
Beneath the load of costly luxury,
Can they more hospitality display
Than this poor man ? I do not think they can.
Yet in the nature of these Country-men
(On whom the Traveller so much depends
For all the comforts of his journey here)
We find great difference. All are not alike
Inclin'd to acts of kindness ; churlish some
With faint reluctance grant the smallest boon,
And cold civility will scarcely pay,
Till they discover that your travelling stores

Are not exhausted ; and that simply room
To hang your hammoc is your sole request.
O ! then, indeed, the frost that bound their souls
Begins to thaw ; and something like "the milk
Of human kindness" seems to fill their breasts.
This change, well-pleas'd, the stranger marks ;
And seizes on the moment to evince
The sense of gratitude, which hence he feels.
The Host is strait invited to partake
Of what the basket yields ; nor does he long
Require deliberation, but at once accepts
The offer ; when the table soon is spread,
And thereon all the travelling viands placed
In fair display ;—but when the best is done,
And every dish to best advantage shewn,
The whole appears the wreck of former feasts,
And is indeed no more but what it seem'd.
Inflicted by the trenchant knife, behold
What dreadful gashes in the ham appear !
While the poor turkey, both of legs and wings
Cruelly bereft, can neither run nor fly
From fate impending, but must fall a prey,
Without reprieve or mercy, to the jaws
Of host and guests, alliance dire ! resolv'd
To eat the flesh and then to pick the bones.
  Now is the moment when the grateful guest
For proffer'd *soopee*, coffee, soup, or pipe
(The sum of all a Dutchman's luxuries),
Returns Madeira, porter, or a glass
Of noyau, charming cordial ! no less rare
Than grateful to an honest Dutchman's taste.
Thus pleas'd and pleasing, hosts and guests contend
In acts of mutual kindness, till the hours
Sacred to rest remind us of repose ;
For now the frequent yawn, and drowsy stretch
Of weary limbs announce the want of sleep.
The summons we obey, and strait are shewn
Into a neighbouring room, where ready hung
The pendent couch invites us to repose.
Sometimes our sleep is sound, and sometimes not,
As fate, fatigue, or fortune may decide,
For oft the fell moschetto, foe to rest !
The Traveller's slumbers, with its ceaseless buz,
And quenchless thirst of blood, whole nights disturb.
Yet this and other hardships which we feel
Are not to us, as Travellers, confin'd ;
We only suffer in a common cause,
And feel our lot, at worst, the lot of all.

The night thus passes; while at early dawn
We rise refresh'd, and for new toils prepare.
Meanwhile a dish of coffee (beverage dear
To Dutchmen!) *Quasheba*, fair maid, *tho' black*,
With courtsey low presents, and back again,
With modest drop, receives the empty cup.
Then parting compliments some short delay
Occasion; but soon o'er, we bid our host
A kind adieu! and jump into the boat.
Here, gentle Muse! while thus our gallant barge,
Impell'd by oars and favour'd by the tide,
Descends the stream, let us suspend the song:
For bootless repetition, tedious task!
Is all that now remains. Each day, each hour
The Traveller spends, so like its fellow seems,
That once describ'd, you fancy all the rest:—
'Tis eating, drinking, talking, sleeping all:
Except that now and then, as fancy prompts,
Or fair occasion calls, the gun is seized,
And sudden death to all the feather'd tribe
(Gull, golding, plover, pigeon, snipe, or duck,
Frequenting meadow, marsh, or beach) denounced.
But short are human pleasures! soon fatigu'd
With rural scenery, and with rural sports,
We quit them all to eat and drink again,
And from the country back to town return.

* * *

TO CAPTAIN SIR PHILIP BOWES VERE BROKE,

CAPTAIN R.N. K.C.B.

On the Presentation of the Suffolk Plateau, by Sir William Rowley, Bart. and Thomas Sherlock Gooch, Esq. the Representatives of the County, at a Public Dinner at Ipswich, July 7th, 1815.

OF TRAFALGAR, too dearly won,
By Britain's matchless naval Son,
I mourn'd the fatal fight.
Then, BROKE, for thee my lyre was strung,
The captur'd CHESAPEAKE I sung,
With pure unmix'd delight.

Superior numbers, force were vain,
Her deck was swept, her captain slain,
Her proud strip'd flag haul'd down:
Sharp, short, decisive was the fray,
And SUFFOLK'S Hero bore away
The palm of just renown.

Proud of her Son, glad SUFFOLK pays,
This well-earn'd tribute of her praise,
  Inscrib'd to you and fame:
The Regent, faithful to his trust,
Where'er 'tis found, to merit just,
  Adds splendour to your name.

Long be the name of BROKE renown'd,
And, O! may some blest day be found,
  To give my name to story;
Then might my ship attendant sail,
Partake the peril and the gale,
  And follow you to glory.

This day be mirth without alloy,
Our toasts, "Long life, long reign, and joy,
  To Him who fills the throne:"
"Our Tars, who every sea command;"
"And Buonaparte's bane on land,
  "BLUCHER and WELLINGTON."

Edward Stewart,

Ipswich, July 7th, 1815. Commander R.N.

NAVAL HISTORY OF THE PRESENT YEAR, 1815.

(June—July.)

RETROSPECTIVE AND MISCELLANEOUS.

THE great victory of Waterloo has again placed the Allies in possession of Paris, and Louis the XVIIIth on his throne; but the spirit of rebellion and anarchy in the traitors and their depraved troops, is not yet subdued. The insolence of their chief, Davoust, and their late and reluctant offers of submission, are clear indications, that it is to Necessity, and not to the King, that they submit—their hopes of plunder and spoliation are baffled—but their inclination remains—not a symptom of remorse appears—and nothing but a privation of power can ensure peace in characters so incorrigible.

And here we would take occasion to observe, in answer to the objection of some to the use of opprobrious epithets when speaking of Buonaparte, that, although in ordinary cases of accusation, they may be considered as useless, unworthy vulgarisms; in this instance they are necessary to prevent the flagrancy of wickedness from being dimmed by the splendor of its acquisitions—as well might we call the chief of a gang of robbers, who had possessed himself, by fraud and force, of a nobleman's house, lord of the mansion, as apply to Buonaparte the terms Emperor, King, King of kings, and the other fulsome and impious epithets of pampered insolence and arrogance.

The surrender of Buonaparte (also to dire necessity!) excites less interest, or, rather, less exultation, in the public mind, than might have been expected; but it is the natural effect of that indifference that has been shown by the French government (whether as weakness or policy time will show) to the apprehension or escape of the traitors and rebels in general, and the strange re-admission of some of them to the offices of state; a course of proceeding so inhibitive of any direct inference as to the consequences of this important capture, that we remain in a kind of torpid expectation of some result, we know not what, but fear to be indecisive of security. It is as necessary to guard against the cajoling arts of humbled jacobinism, as to oppose the insolence and cruelty of its power.

The war with France on the seas, has been officially terminated: orders having been issued to make no further reprisals on French ships.

A singular occurrence took place at the Admiralty, soon after twelve o'clock, on the 24th July. Upwards of 200 seamen, who have been discharged from the navy, attended at that office in procession, with the union jack, and a clarionet playing "*God save the King.*" They had a petition to present to their Lordships, of the distress in which they are plunged, from the conduct of several persons employing foreign seamen in merchant ships, at a less rate of wages. Every attention was shewn to these defenders of the country, and a deputation was sent for by the Lords Commissioners of the Admiralty, who, it seems, recommended them to remonstrate with the persons by whom they are aggrieved, and that they had no doubt but, if proper means were resorted to, the foreign seamen would be removed. The men were satisfied with this answer, and, giving three hearty cheers, retired very peaceably.

The merchants of Hull, and we believe of several other northern ports, have come to the laudable resolution of employing only British seamen in time of peace, provided a sufficient number can always be procured—an example worthy of general imitation; more especially at a period when so many thousand valuable hands are discharged from the royal navy, many of whom will inevitably be forced, by the want of encouragement at home, into the service of foreign States, rivals, perhaps, in arms as well as in commerce. The impolicy and the injustice of such an expedient is too obvious to require specification, and the inconveniences, uniformly arising at the commencement of a war, from the difficulty of manning the navy in time to meet the fleets of the enemy, have been so often experienced, as to render it matter of surprise and censure, that our naval peace establishment should be reduced so low as it generally is at the termination of hostilities. It is to be hoped, that ministers will adopt some efficient measure to remedy the evil, and that the owners and masters of merchantmen at every port of the United Kingdom, will be induced to give the preference to a full complement of British seamen, who are universally allowed to be superior in every requisite to those of any other nation whatever.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

LONDON GAZETTE EXTRAORDINARY.

FRIDAY, JULY 21.

FOREIGN-OFFICE, JULY 21.

A DESPATCH, of which the following is an extract, has been this day received from Viscount Castlereagh, dated Paris, July 17, 1815 :—

Since closing my despatches of this date, I have received the accompanying communication from this government :—

(TRANSLATION.)

" I have the honour to acquaint your Lordship, that Napoleon Bonaparte, not being able to escape from the English cruisers, or from the guards kept upon the coasts, has taken the resolution of going on board the English ship Bellerophon, Captain Maitland.

" I have the honour to be, &c.

" *To his Excellency Lord Viscount Castlereagh.*"

Le Duc D'Otrante."

ADMIRALTY OFFICE, JULY, 25.

Extract of a letter from Capt. Maitland, of his Majesty's ship Bellerophon, to J. W. Croker, Esq. dated in Basque-roads, the 14th instant.

For the information of my Lords Commissioners of the Admiralty, I have to acquaint you, that the Count Las Casses and General Allemand, this day came on board His Majesty's ship under my command, with a proposal for me to receive on board Napoleon Buonaparte, for the purpose of throwing himself on the generosity of his Royal Highness the Prince Regent.

Conceiving myself authorized by their Lordships secret order, I have acceded to the proposal, and he is to embark on board this ship to-morrow morning.

That no misunderstanding might arise, I have explicitly and clearly explained to the Count Las Casses, that I have no authority whatever for granting terms of any sort; but that all I can do is to convey him and his suite to England, to be received in such a manner as his Royal Highness may deem expedient.

Copy of a letter from Admiral Viscount Keith to John W. Croker, Esq. dated on board His Majesty's ship Ville de Paris, in Hamoaze, the 21st instant.

SIR, *Ville de Paris, in Hamoaze, July* 21.

Capt. Knight, of the Falmouth, arrived last night from the Gironde, bringing the satisfactory intelligence of that river having been successfully entered without loss on the 13th instant, by the Pactolus, Hebrus, and Falmouth.

I enclose for their lordships information, a copy of the Hon. Capt. Aylmer's letter, reporting his proceedings in the execution of this service, in which both Capt. Palmer and he have shewn a commendable zeal. I have, &c.

J. W. Croker, Esq.

Keith,
Admiral.

P.S. I also inclose a copy of a letter from Capt. Palmer, of the Hebrus.

MY LORD, *His Majesty's ship Pactolus, in the Gironde, July 14.*

I arrived off this port on the 3d instant, and, in compliance with the wishes of General Donnadieu, sent in a flag of truce, with an aide-de-camp of the General's for the purpose of communicating with the General, Clausel, commanding at Bordeaux; but as two days more elapsed without any answer or news of the aide-de-camp, I sent another flag into a corvette lying in the river; and I learnt from her commander that he had received the most positive orders from General Clausel not to hold any kind of communication with us. In addition to this we received a Proclamation, signed by that general, declaring Bordeaux and its whole vicinity in a state of siege, and threatening with military execution any who manifested signs of disaffection to his Government. The Aide-de-camp, it appeared, was detained.

While this negotiation was attempting, the Hebrus arrived with the charge of a small expedition, with arms and supplies for the royalists, and when it became evident that no good could arise out of any attempt to conciliate General Clausel, Capt. Palmer made me a very strong representation upon the necessity which he conceived there was for his attempting to enter the Gironde and open a direct communication with the royalist party. After weighing the circumstances, I thought it my duty to accede to the proposal, and I united the ships for the prosecution of the service.

The General Donnadieu being anxious to pursue his mission on the coast, I despatched the Larne with him to Passages.

On the 11th, the squadron weighed from an outer anchorage we had taken, and formed for the purpose of entering the river; but, as we stood in, the enemy's corvette was perceived to weigh and manœuvre in the north entrance, while five sail pushed out through the southern passage to sea. Under these circumstances it became necessary for the intercepting these vessels, that the squadron should separate for the time; and in consequence the forcing the river was obliged to be given up for that day. During the night the squadron united again, after having examined the vessels which it appeared had sailed in so suspicious a manner, which circumstance was developed by the embargo having been that morning discontinued in the river.

Yesterday the wind being favourable, the squadron again weighed, and formed in a close line for entering the Gironde. The Pactolus led, the Hebrus followed, and the Falmouth brought up the rear: the two former had transports in tow. As we proceeded, a person came off, with a message from the people of the town of Royan, saying, that they would not fire at us, provided we did not assail them. We passed on, with the royal colours of France at the mast-head: the tri-coloured flag flew along the batteries, which were all in preparation, but no act of hostility occurred until we reached the heavy battery at Verdun, which opened its fire upon us, and continued it until the ships reached the anchorage. No injury, however, was sustained, and the squadron did not return a gun, for I was unwilling to disturb the feeling which appeared so generally and so happily to prevail.

Directly the ships were secured, a communication was sent up with a flag of truce to General Clausel by the Comte De Lasteur, deputed by M. La Duchesse D'Angouleme, and we are in expectation of his answer. In the mean time nothing can wear a more favourable aspect than the face of things in this river.

I beg to assure you that every measure shall be adopted, in conjunction with the Baron Montalembert, to arm and organize the royal party, and establish the power of predominance of His Majesty the King of France, in the vicinity of wherever our means can operate.

I lose no time in dispatching the Falmouth to your Lordship, and Captain Knight will explain our situation, as well as that we are taking every precaution in respect to the defence of that river, in the event of General Clausel sending down any strong force to stifle the spirit of the people.—I shall also write to Rear-Admiral Sir H. Hotham, and perhaps the Rear-Admiral may strengthen our means here, so that we may fully avail ourselves of such opportunity of pushing the royal cause with vigour and celerity, and of cherishing the excellent disposition with which all here seem inspired. I have just learnt that the enemy evacuated the fort of Verdun last night, and retired with his garrison. We have sent a force on shore to dismantle and destroy the guns, &c. This is the fort which disputed our entrance, and it is a very strong work.

I have also the pleasure to add, that the propositions of the Baron Montalembert, and his mission, have hitherto been every where attended with success. The forts and the positions are gradually pulling down their tri-coloured flags, and hoisting that of their legitimate Sovereign; and several of them have saluted the squadron upon their hoisting the white flag. While writing this letter, another battery has hoisted the white flag, and there now remains only the fort at Mèche with the tri-coloured flag.

Captain Palmer, who was entrusted with the service, has throughout directed it, and the accident alone of my being the senior Officer, induces me to give the account to your lordship.

I have the honour to be, &c.

To Admiral Lord Viscount Keith, &c.

F. W. Aylmer.

Captain.

MY LORD, *His Majesty's ship Hebrus, in the Gironde, July* 14.

I have the honour to state to you, that I arrived off this port on the 6th, where I found His Majesty's ship Pactolus, and I learnt from Captain Aylmer that General Donnadieu (the French Officer he had on board) was endeavouring to open a communication with the Commandant at Bourdeaux, General Clausel, and that an aide-de-camp had been dispatched in for that purpose. But as General Clausel thought proper to detain the messenger, and also to adopt the most decided measures to prevent any kind of intercourse, there appeared no prospect of any accommodation from any further attempts to conciliate him.

From the nature of this coast, and the complete military possession which the enemy had of it, it seemed impossible that any free communication could be opened with the royalists, unless I could effect an entrance into the river; and as the Baron De Montalembert expressed the greatest anxiety upon the subject, and I possessed a discretionary power of passing into the Gironde, should I be of opinion that circumstances justified me in doing so, I decided, after the best consideration I could give the matter, that it was the most proper course I could pursue for the good of the cause I was employed on.

As I felt, that the committing the transports and their lading in the river, at a time it was in full possession of the enemy, was a strong measure, and as there were serious obstacles to overcome, in a well defended entrance and a hazardous navigation, I considered it my duty to render our means as effective as possible before the attempt was made, and as the Pactolus was on the spot, I stated my opinion fully to Capt. Aylmer, requesting the junction of his ship to those under my orders.—Capt. Aylmer having acceded to the request, and being the senior Officer, of course the command of the squadron devolved on him, and your Lordship will learn from that Officer the further proceedings of the expedition.

I have the honour to be, &c.

To Admiral Viscount Keith, G.C.B. &c.

Edmund Palmer,

Captain.

WAR DEPARTMENT, DOWNING-STREET, JULY 23.

A dispatch of which the following is a copy, has been this day received by Earl Bathurst, addressed to his Lordship by Colonel the Baron de Montalembert, dated in the Gironde, July 13, 1815:—

MY LORD,

With the greatest satisfaction I have the honour to inform your Lordship, that the ships with the arms, equipments, and ammunition, placed under my charge, entered the Gironde, this morning, protected by His Majesty's ships Pactolus, Hebrus, and Falmouth. On our approach near the fort of Royan, which commands the entrance of the river, Captain Palmer, of the Hebrus, hoisted the white flag at the main. The effect produced by this emblem of loyalty and honour was instantaneous. Not a gun was fired from the batteries, the Verdun one excepted, and we were received as friends and deliverers.

The communications we have had with the inhabitants during the few hours we have been at anchor, are of the most favourable nature, and such as might have been expected from their well known attachment to the cause of their legitimate Sovereign. General Clausel still occupies Bourdeaux with some force. Our appearance in this river, and the means we will immediately pursue to arm the population, will produce the double effect of paralyzing his measures to keep possession of the town, and of preventing his sending any reinforcement to the French army behind the Loire.

I cannot close this communication, without stating to your Lordship, that to Captain Palmer's zeal for the cause, and indefatigable exertions, we are entirely indebted for our present advantageous position in this river.

I have, &c.

To Earl Bathurst, &c. Le Baron De Montalembert.

JULY 24.

Dispatches, of which the following are extracts, have been received at this office, addressed to Earl Bathurst by Major-general Sir H. Lowe:—

Genoa, July 4.—Pursuant to the information contained in my letter of the 1st instant, of which a duplicate is enclosed, I have the honor of acquainting your lordship of my having embarked a portion of the force at this place, and am proceeding with it in conjunction with the ships of war under Lord Exmouth, to the neighbourhood of Marseilles, there to act as circumstances may point out.

Marseilles, July 11.—I have the honour to inform your lordship of my arrival at this place, in company with Lord Exmouth, having under my command the force stated in my letter of the 4th instant, from Genoa, of which a duplicate is enclosed.

The forces will disembark here as soon as the transports with the troops and arms shall have come to an anchor.

COLONIAL DEPARTMENT, DOWNING-STREET, JULY 24.

A dispatch of which the following is a copy, has been this day received from Lieut.-General Sir J. Leith, commanding His Majesty's forces in the Leeward Islands, addressed to Earl Bathurst, one of His Majesty's principal secretaries of State.

MY LORD, *Head-quarters, Fort Royal, Martinique, June* 10.

I am happy to inform you, that I have occupied the military points of Martinique by a British auxiliary force, which landed here on the morning of the 5th instant.

The situation of Martinique was, indeed, critical; for the troops of the line, consisting of thirteen hundred men, who possessed the forts, shewed too much of the same disposition which has manifested itself in France. The majority of the officers were decidedly for Bonaparte, some putting up the tri-coloured cockade, and others, with similar sentiments, less avowed, pretending that they only wished to return to France. The soldiers were chiefly refractory conscripts, who had never served, and had no attachment to Bonaparte, but having escaped from the army under his severe system, finding themselves expatriated under the King's government was not likely to create an attachment to the Bourbon cause, they generally wished to return home.

Le Comte De Vaugiraud acted with much good sense in anticipating the mischief which might have arisen, and which he had not the power to have controlled, by assembling the troops, and releasing those of the officers who desired it from their obligations, informing them at the same time, that they must quit

Martinique, and declaring that any attempt to raise the standard of rebellion would be repelled by force, and punished as an act of mutiny, in defiance of the oaths of fidelity which they had taken to Louis XVIII.

I had desired Le Comte De Vaugiraud to give it to be understood, that the white flag was the only permanent security of the troops, or of the colony, and I immediately assembled the force now in possession of the Island, in Gros Islet Bay, St. Lucia, within four hours sail of Fort Royal, to give effect to the Comte De Vaugiraud's measures.

This fine colony was several times on the point of being thrown into a state of revolutionary convulsion, by the conduct of the troops, all of whom, with the exception of the remainder of the 26th regiment, amounting to 450 men, including officers, who remain under the white flag, have been permitted to depart, unarmed, and are actually gone.

The militia of Martinique amount to about six thousand men, who are well disposed; one half only have arms: one hundred and fifty are mounted.

Immediately after the occupation of the military points by the troops under my command, the government of the colony published a decree, by which British vessels are received on the same footing as French. This act was perfectly spontaneous, and, indeed, has been marked by the same spirit of cordiality which has actuated the Comte De Vaugiraud in every part of the intercourse which I have had with him.

It would be unjust to Comte De Vaugiraud not to express my sense of the honourable devotion which he has uniformly shewn to the zealous performance of his duty to his sovereign, of his dignity and good sense under very critical circumstances, and of his grateful attachment to the Prince Regent, the British government, and nation, for the assistance which has saved Martinique. The gratitude, indeed, of the colony at large, has been most unequivocally testified.

I shall be happy to find that the steps I have taken have been such as may be approved by the Prince Regent. I have the honor to be, &c.

Earl Bathurst, &c. &c. &c.

James Leith,

Lieut.-General, commanding the forces.

Promotions and Appointments.

Admirals appointed.

Admiral Sir Alexander Cochrane to be commander-in-chief in the West Indies.

Admiral John Harvey to have the command at Barbadoes, in the room of Admiral Durham.

Admiral Sir Benjamin Hallowell to be commander-in-chief at the Brazils, in the room of Admiral Manly Dixon.

Admiral Sir J. P. Beresford to be commander-in-chief at Lisbon.

Admiral Sir Graham Moore to have a command in the Mediterranean.

Captains appointed.

Wm. King, to the Active; Samuel Mottley, to be agent for prisoners of war at Forton, near Gosport; E. Hutcheson, to the depot at Dartmoor; G. Fowke, to the depot at Stapleton: John Phillimore, to the Ister; W. Wolridge, to the Albacore; John Pakenham, to the Bermuda; J. C. Carpenter, to the Racoon; J. H. Tait, to the Junon; A. F. Westropp, to the Bucephalus; S. Mal on, to the Adder; Archibald Tesdall is confirmed as captain of the Talbot; Richard Spencer, to the Eurydice; J. B. Purvis, to the Amphion; W. M'Culloch, to the Ganymede; Lord Algernon Percy, to the Driver; Francis Le Hunte, to the Erebus; Norwich Duff, to the Espoir; Hugh Patton, to the Fairy; Robert Forrest, to the Ister; Daniel Roberts, of the Meteor, to the rank of post captain; D. E. Bartholomew, of the Erebus, George D'Aeth, of the Bucephalus, J. C. Owen Roberts, David Price, John Sheridan, Henry Loraine, —— Baker, Robert Ramsay, are promoted to the rank of post captain; Edward Stuart, to the Royalist; T. M. Hardy, to the Princess Augusta, yacht; Charles Ogle, to the Ramilies; John Undrell, to the Emulous; C. Simeon, to the Manly; E. S. Cotgrave, to the Pylades; John Codd, to the Trave; J. W. Watkins, to the Volcano; E. P. Brenton, to the Tonnant; W. H. Shirreff, to the Iris; —— Eastwood, to the Speedy, for rank.

Captain Stephen Raines, to be resident agent for transports at Ramsgate.

Henry Montresor has recently been advanced to the rank of post captain.

Lieutenants appointed.

Lieutenant J. Whitaker, to be resident agent for transports at Jersey.

Lieutenants J. Cole, W. H. Dore, and J. T. Ley, to be agents for transports afloat.

Lieutenant Joseph Eastwood, of the Elizabeth, W. H. Scot, and T. Scot, of the Tonnant, M. Montague, of the St. George, W. Smith, of the Majestic, Frederic Maryatt, of the Newcastle, Thomas Montgomery, Stephen Fuller, Robert Brown Mason, —— Rodney, —— Shannon, R. H. Rokeby, Thomas Whitaker, James Harris, Honourable G. J. Percival, Charles Nelson, Barnard Yeoman, James Thomas Palsey, Robert Patton, W. Morier, A. L. Corry, James Mangles, Walter Wyndeyer, Robert Forster, Philip Westphal, Peter Maigny, Robert Streathfield, Thomas Baynes, J. E. Walcot, E. S. Cotgrave, Michael Alexander, John Undrell, W. Montgomery, T. Monck Mason, C. D. Jeremy, G. Dougal, G. W. Sarmon, John Leith, William Whitaker, R. Copeland, Charles Simeon, G. R. Randolph, are promoted to the rank of commanders.

C. Andras, to the Perseus; A. Brenan to the Albion; W. C. Burbidge, to the Alcmene; W. H. Bishop to the Lacedemonian; Francis Blair, to the Lyra; Thomas William Bullen, to the St. George; William Beckitt (1), to the Amphion; George Bissett, to the Nymphe; Peter Broke, to the Albacore; N. Coulthurst, to the Duncan; James Cookney, to ditto; J. Alexander, to the Duncan; E. H. Coffin, to the Driver; J. Cook to ditto; Claudius Charles, to the Albacore; Robert Crosbie, to the Cherub; Adam Cuppage, to the Phœbe; A. Campbell, to the Redpole; Joseph William Crabb, to the Orontes; Thomas Eve, to the Fowey; J. Franklin, to the Forth; Hugh Gold, to the Contest; William Grove to the Queen; E. W. Gilbert, to ditto; George Hare to the Thistle; Thomas Hurdle, to the Havannah; Charles Hills, to the Amphion; Charles Haydon, to the Cephalus; John Jones (2), to the Dragon; G. H. Jenkin, to the Ceylon; R. W. Innes, to the Rifleman; R. Kruse to the Grampus; John A. Hillock, to the Mutine; Thomas Lipson, to the Royal Sovereign; G. Lowcay, to the Meteor; H. B. Matthews, to the Junon; H. B. Mason, to the Firth; Duncan M'Donald, to the Royal Sovereign; H. C. Mercer, to be flag-lieutenant to Sir Alexander Cochrane; James Murray (2), to the Wanderer; Thomas M'Kenzie to the Bucephalus; William Richardson (1), to the Caledonia; Robert M'Gill, to the Royal Sovereign; Robert R. Rawlins, to the Meteor; George Spence, to the Asia; William Smith Stokes, to the Tay; Mr. W. T. Strettle, to be a lieutenant; Thomas Simpson (2), to the Iphigenia; Robert Thorley, to the Royal Sovereign; Michael Wrayford, the Royal Sovereign; B. J. Walker, to the Ister;

J. R. A. Webb, to the Royal Sovereign; W. Swainson, to the Devastation; G. J. Smith, and Robert Whitcomb, to the Diomede; C. H. Marshall, to the Despatch; H. Bollman, to the Echo; John Murray, (3) to the Euryalus; Edward Garrett (2), to the Express cutter; Edward Maxey, to the Forth; George Bisset, J. T. Dawson, and R. Stuart, to the Iphigenia, G. S. Burnett, to the Latona; John Willison, to the Wye; V. Stone, to the Myrmidon; G. Fortescue, to the Pandora; Thomas Daws, to the Port Mahon; W. Chambers, to the Racoon; James Driscoll, to the Romulus; W. G. Robert, to the Royal Sovereign; John M'Candlish, Robert Deans, flag lieutenant, and Jamess Sanderson (2), to the Iris; J. P. Baker, R. Grant, J. Gordon (1), G. F. Bridges, J. Bowie, J. M'Waugh, and J. W. Aldridge, to the Tonnant; —— Wallace, and —— Richardson, to the Falcon, for rank: —— Wright, to the Merlin, for rank; —— Kinney, to the Speedy, for rank.

In February, Mr. William Somerville, promoted to the rank of lieutenant on board H.M.S. Inconstant.

Surgeons appointed.

Charles Stormouth, to the Junon; William Donaldson, to the Euryalus; Patrick Magovern, to the Wrangler; Robert Johnstone (2), to the Grampus; James Veetch, M. D. to inspect the Lunatic Asylum at Hoxton; Thomas Mein, to the Volontaire; John Rainey, to the Revolutionaire; Wm. Carrol, to the Doterell; James Elliot Anderson, to the Driver; Robert Blake, to the Enterprize; George Bernard, to the Volcano; Thos. Martill, to the Brune; P. M. Buchan, to the Saracen; Peter Cosgrave, to the Morgiana; Morgan Price, to the Jasper; James Billing, to the Duncan; John Clark (1), to the Ruby; James Osmond, to the Tonnant; William Cullen Browne, to the Belle Poule; John Cochrane, to the Amphion; James Ayres, to the Ganymede; C. F. Vanderburgh, to the Granicus; James Harvey, to the Pelorus; E. H. Brien, to the Briton; Robert Austin, to the Brune; George Clayton, to the Redwing; Joseph Dallaway, to the Dwarf; Cuthbert Eden, to the depot for prisoners of war at Forton.

Assistant-Surgeons appointed.

James Gilchrist, to the Northumberland; Joseph Breadon, to the Argonaut, H.S.; John Thomson, and Thomas Dunn, to the transports Eliza and Atlas, to convey settlers to Canada; Thomas Mitchell, to the Dorothy; Wm. Whitaker, to the Eurotas; Patrick Hill, to the Tartarus; Wm. Burnie to ditto; John Whitmarsh, to be hospital-mate at Haslar; James Nicol, to be ditto at Deal Hospital; Thomas Mitchell, to the Dorothy transport, to convey settlers to Canada; Samuel Steele, to the Conway; Robert Gordon, to be hospital-mate at Haslar; E. Johnstone, to be ditto at Deal Hospital; Robert M'Cay, to the Wye; Wm. Dunbar, to the Buffalo; Rees Price, to the Nymph.

Masters appointed.

T. M. Copplestone, to the Volcano; James Crear, to the Glasgow; John Davis, to the Larne; Charles Choake, to the Duncan; George Thoms, to the Tonnant: F. E. Pearse, to the Childers; H. Brooken, to the Myrtle; John Woolcock, to the Driver; Charles Waldron, to the Racoon; W. Scott, to the Martin; F. P. Bartley, to the Echo; W. Smith, to the Dover; W. Steere, to the Iphigenia; P. Dall, to the Severn, G. Dawson, to the Eurotas; W. H. Newnham, to the Cherub; W. Porter, to the Severn.

List of Midshipmen passed for Lieutenants.

Sheerness.—W. H. Martin.

Portsmouth.—E. E. Owen, A. Leith, R. Combauld, G. Smith, G. I. Hay, W. Gray, F. A. Murray, E. B. Westbrook, J. G. Davis.

Plymouth.—W H. Goslin, G. Delme, C. Wheeler, F. Chamier, T. Baker, R. Cullen, W. Hamer.

The following Midshipmen to the rank of Lieutenant:—J. A. Croke, T. S. Woollett, Wm. Anley, Wm. Swainson, G. Woolcombe, H. Foster, A. M. Williamson, J. Wright, Wm. Henry, Alleyn Evanson, H. B. Mathews, Thomas Dutton, F. W. Beechy, T. Simpson, S. Peacock, J. Budgen, J. D. Stoddart, W. Wilkinson, H. M. Cunningham, John Cockney, C. Charles, W. C. Burbidge, F. Blair, T. Kinney, and J. Church.

BIRTHS.

At Gosport, the Lady of Captain M'Kinley, R.N. of a daughter.

On the 28th June, at the Polygon, the Lady of Rear-admiral Waller Otway, of a son.

MARRIAGES.

On the 5th instant, at Chelsea, Captain Prescott, R.N. to Mary Ann, eldest daughter of Rear-admiral Philip D'Auvergne, Prince de Bouillon.

Lately, at Droxford, Lieut. G. Butler, R.N. to Mary, eldest daughter of the late J. Braine, Esq.

Lately, at Waltham, Captain John Scott, R.N. to Miss Cole, of the same place.

Lately, Captain Charles Napier, late of H. M. S. Euryalus, to Mrs. Ellers, widow of Lieutenant Ellers, R.N.

DEATHS.

On the 25th June, at Fahan, Londonderry, Rear-admiral Heath.

On his passage to England, from Rio Janeiro, Lieutenant R. Cannon, of H.M.S. Achille.

On the 6th July, Miss H. E. Broke, daughter of Captain Sir Philip and Lady Broke.

Lately, at Haslar Hospital, Mr. John Glen, late surgeon of H. M. S. Grampus.

Lately, at Godalming, Lieut. John Mackrell, R.N.

On the 26th June, aged 59 years, Vice-admiral T. Hamilton, late one of the Commissioners of H. M. navy.

At Haslar Hospital, on the 21st June, Mr. R. Baker, purser of H. M. S. Espoir.

At Bahia, on the coast of Brazil, on the 19th of April, of wounds received in action with the enemy's ship Hornet, Mr. John Noyes, of H.M.S. Penguin.

On the 23th June, at Haslar Hospital, Lieut. Wm. Patten, of H.M.S. Rinaldo.

Lately, Mrs. Lindsay, wife of Major Lindsay, and sister of the late Admiral Vincent.

Erratum.—In the preface to our last volume, *page* vii. *line* 23, for *dulce* read *dulci.*

BIOGRAPHICAL MEMOIR

OF

JOHN WESTLEY WRIGHT, Esq.

COMMANDER IN THE ROYAL NAVY.

"Gwr yn erbyn y byd."

[Continued from page 30.]

THE long and earnest course of remonstrance and requisition on the part of Mr. Wright with the government of France, on the subject of its extraordinary severity; the interference of the British Ambassador, Lord Malmesbury, in his favour, and the like course of remonstrance by Sir Sidney Smith, had produced not the smallest mitigation. In the middle of the year 1797, General Pichegru was appointed President of the Council of Five Hundred, and Sir Sidney Smith laid before him a statement of his situation, and demanded relief. He also addressed the Directory to the same effect; these appeals were afterwards made public, of which the following are copies:—

À la Tour du Temple, le 8 *Juin,* 1797.

Le Commodore Anglais Sidney Smith, au Général Pichegru, Président du Conseil des Cinq-Cents.

CITOYEN PRÉSIDENT,

Quand j'apprends, au fond de ma prison, que Pichegru est porté au fauteuil d'un des conseils de la nation, et Barbé-Marbois à celui de l'autre, je respire; parce que cet hommage rendu à la vertu, à la probité et aux talens, offrant la preuve que la majorité de vos collègues vous ressemble, offre en même temps l'espérance que la modération et l'humanité régneront en France et rétabliront l'harmonie entre nos deux nations qui sont faites pour s'entre-estimer, et qui ne sont pas plus ennemies au fond pour être rivales.

Je me rappelle que la non exécution du décret de mort rendu contre les prisonniers de guerre Anglais est due en partie à votre fermeté et à votre humanité : vous avez sauvé votre nation de cette tache de barbarie ; il vous reste encore à effacer celle d'un manque de générosité dans un temps où on en fait profession.

Je suis prisonnier de guerre: je n'ai rendu mes armes qu'après une résistance opiniâtre que l'honneur et l'espérance de me tirer d'affaire me commandèrent. On a prétendu me chicaner sur la foiblesse de mon détachement, qui osa mesurer ses forces pendant trois quarts-d'heure contre celles qui nous entouroient. On m'a incarcéré comme un criminel, et j'ai souffert toute la rigueur d'un emprisonnement solitaire depuis treize mois. J'ai réitéré mes réclamations au ministre de la marine, comme ayant été pris SUR MER; mais il n'a pas daigné me répondre. J'ai envoyé un exposé de ma situation au directoire exécutif sans aucun fruit. Après sept mois de détention, le ministre de la justice m'a envoyé un juge de paix qui m'a interrogé sur une inculpation vague d'avoir fait quelque chose contre le droit des gens. J'aurois pu me dispenser de répondre à des questions sur mon service de deux ans antérieur à ma capture. J'ai cru pourtant devoir détromper le gouvernement, qui paroissoit avoir été induit en erreur sur mon compte. Le juge de paix, évidemment convaincu qu'on avoit été trompé par des rapports exagérés, et frappé lui-même de l'absurdité de poursuivre un officier pour des faits ordinaires de guerre, me promit formellement, sinon ma liberté, au moins un adoucissement à la rigueur de ma détention; mais six mois se sont écoulés depuis, et je n'ai plus entendu parler de lui: j'ai cru devoir attendre que le gouvernement prit d'autres renseignemens s'il croyoit en avoir besoin; et ce n'est qu'à l'aniversaire de ma captivité que j'ai écrit de nouveau au directoire la réclamation dont une copie est ci-jointe. Je n'ai pas eu de réponse sur le fond de ma réclamation. Je dois pourtant dire que, sur la représentation que je fis de l'inconvenance qu'il y avoit d'assimiler un assassin à un prisonnier de guerre, on a transféré Poule dans une autre prison, vu mon refus d'admettre l'excuse qu'on me fit de son délit de lèzenation, le double crime ne pouvant que me répugner davantage. Je dois aussi témoigner ma reconnoissance au ministre de la guerre, qui a eu l'humanité de me rendre une visite et de m'adresser des paroles de consolation en me tranquillisant sur l'idée que je m'étois formée qu'on avoit encore des impressions défavorables à ma réputation.

L'accusation, mise en avant par le juge de paix, fut que j'étois ennemi de la république. Vous savez, général, que le mot d'ennemi a une signification purement technique entre militaires, sans le moindre caractère de haine. Vous admettrez ce principe sans difficulté; et il en résulte que je ne dois pas être persécuté pour le mal que j'ai pu vous avoir fait étant armé en guerre contre vous.

J'espère que le conseil daignera trouver bon que je ne m'adresse pas à lui avec le ton d'un suppliant. Accoutumé par mon éducation Anglaise à ne respecter le pouvoir que pour le bien qu'l fait, et à ne pas redouter le mal qu'il peut prétendre me faire, je crois devoir me borner à l'instruire de ma position; d'ailleurs, ce seroit faire injure au conseil que de solliciter sa justice et son humanité comme une grace en paroissant douter de son empressement à les déployer. Non!—malgré tout ce que j'ai souffert, je n'ai nul doute sur la générosité française; je me plains seulement qu'elle n'ait pas son libre cours. Les portes de ma prison sont fermées pour ceux qui, ayant été mes prisonniers en Angleterre, s'empresseroient (je ne doute pas) à m'apporter, aujourd' hui que j'en ai besoin à mon tour, les mêmes consolations que je leur ai offertes alors. Je crains que cet example de rigueur ne passe en usage entre nos deux nations par des représailles ; j'ai fait mon possible pour l'empêcher, afin que les petites passions ne viennent pas troubler les passions nobles qui doivent animer les militaires de tous les pays. J'ai le bonheur de savoir que j'ai réussi jusqu'ici ; mais je crains de ne pas avoir le succès desiré jusqu' à la fin sans votre aide ; vous en jugerez par les pièces ci-jointes que je prends la liberté de déposer sur votre bureau : vous y verrez qu'il y a plus de huit mois que l'échange des prisonniers est arrêté par le refus de me délivrer : ainsi, en vous rappelant mes malheurs je vous rappelle ceux de dix mille Français. C'est votre influence que je demande plutôt qu'un acte en corps, à moins que vous ne veuillez décider la question de savoir si le ministre de la justice a le droit de mettre un étranger sous des lois qu'il ne connoît pas, et en même temps d'en violer tous les principes en prolongeant la durée du secret qui le prive de tout conseil et de moyens de défense. Au reste, je respecte trop le principe de la démarcation des pouvoirs pour ne pas reconnoître que, comme prisonnier de guerre, je suis entièrement à la disposition du pouvoir exécutif ; mais il est sans doute trop occupé de grandes affaires pour penser à un individu.

Je vous prie, citoyen président, d'être persuadé que je suis pénétré de respect pour les autorités, en vous offrant les hommages dus à la place distinguée que vous occupez ; je vous prie d'être assuré de ma vénération pour l'auguste fonction de représentant du peuple français, et d'accepter le témoignage de mon estime pour vous personellement.

Votre prisonnier,

(Signé) W Sidney Smith

[ENCLOSURE.]

CITOYENS DIRECTEURS, *À la Tour du Temple, le* 18 *Avril*, 1797.

Aujourd'hui il y a eu un an, le sort d'un combat me jeta entre les mains d'un ennemi que je croyois alors aussi généreux qu'il prétendoit l'être. Après les témoignages de considération dont me comblèrent mes vainqueurs, et la promesse qu'ils me firent de me rendre mon épée selon l'usage, je ne m'attendois pas à être traduit de prison en prison comme un criminel, et emprisonné d'une manière plus rigoureuse que les condamnés mêmes : je ne m'attendois pas sans doute à être mis dans la même enceinte et sous le même régime du secret que les assassins Migelli et Poule. L'interrogatoire que j'ai subi doit avoir prouvé au directoire que je n'ai fait que ce qu'il ordonne tous le jours, louant ses officiers, comme de raison, pour leurs succès du même genre. D'après cette considération, j'espère que vous jugerez une année de détention être une peine suffisante pour un délit si commun, que celui de bien faire son devoir, je vous prie en conséquence, citoyens directeurs, de vouloir bien donner des ordres pour lever le secret rigoureux sous lequel je suis renfermé, afin que, si ma captivité doit être prolongée encore, ma détention n'ait plus le caractére d'une peine afflictive et infamante.

Salut et respect,

(Signé) W. Sidney Smith.

Au moment même que j'écris, mes gardiens m'annoncent l'arrivée d'un courier pour l'ouvrir les négociations pour la paix ; je crois donc devoir me borner à vous transmettre une seule pièce du nombre que j'ai à vous soumettre pour ne pas mettre en avant des expressions de l'indignation que ressentoit mon gouvernement lors du mauvais succès de l'application que fit Lord Malmesbury en ma faveur, dans un tems où on se rapproche de nouveau.

Je serois bien coupable si je ne sacrifiois pas toute considération personnelle à l'intérêt général de l'humanité qui va reprendre son empire sur tous les cœurs, au moins il faut l'espèrer.

Traduction d'une lettre du tres-honorable Lord Malmesbury, à Sir Sidney Smith.[*]

MON CHER MONSIEUR, *Paris, 27 Octobre, 1796.*

Vou pouvez être assuré que j'entre bien sensiblement dans votre situation, et que je ne négligerai rien de ce qui pourra dépendre de moi, soit comme homme public ou homme privé, pour vous faire obtenir les adoucissemens toujours accordés aux officiers de votre grade, et auxquels vous avez tant de titres: les lettres ci-jointes vous offriront, j'espère, quelque consolation, et je peux ajouter que votre situation et vos services ne sont pas oubliés en Angleterre.

J'espère bientôt être à même de vous donner de meileures information, au moins aucune application envers ce gouvernement ne sera négligée de ma part.

Je suis, mon cher Monsieur, avec grande estime et considération, votre fidèle serviteur,

(Signé) Malmesbury.

Nota. Cette lettre n'a eu d'autre suite qu'un redoublement de rigueur: la cousigne qui m'interdit d'échanger une parole avec qui que ce soit pendant ma triste promenade dans la cour de la prison existe encore aujourd'hui, et est rigidement exécutée. Non-seulement Lord Malmesbury n'a pas pu obtenir la permission de me voir, mais le commissaire de S. M. Britannique pour l'échange des prisonniers, a été refusé de même, quoiqu'ayant des rapports plus directs avec moi, comme prisonnier de guerre.

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[*] The reason of this letter being here given in French, is, that we have copied it from a printed translation in that language, bearing the following imprint:—"*De l'imprimerie de la Quotidienne.*"—(Ed. 𝔑. ℭ.)

Salut et respect,

(Signed.) W. Sidney Smith.

The publication of these papers produced the following comments in the public journals of the day: —

" Le Commodore Sidney Smith, detenu au Temple depuis treize mois, et au plus rigoureux secret, vient d'adresser au Général Pichegru, une lettre qui a été rendue publique. Nous ne disputerons ni le droit des gens violé, ne les motifs de cette violation."—(*Postillon de Calais*, 24 Juin, 1797.)

" Un prisonnier Anglais de distinction, Mr. Smith, detenu depuis treize mois à la Tour du Temple, s'est adressé d'abord au directoire, et en suite au corps législatif, par l'entremise de Pichegru pour obtenir d'être échangé.

" Il paroit qu'on n'a pas jusqu'ici fait beaucoup d'attention à ses sollicitations. On lui reproche, dit-on, l'opiniâtre défense qu'il osa faire contre les forces supérieures qui l'enveloppèrent l'année dernière, lorsqu'il se fit prendre à l'embouchure même de la Seine, entre le Havre et Honfleur. En Angleterre on l'auroit puni pour manquer de bravoure; en France, il est puni pour avoir été trop brave."—(*Le Grondeur*, 21 Juin, 1797.)

" Quelques feuilles ont déja publié la lettre suivante du Commodore Smith, prisonnier Anglais, et détenu à la Tour du Temple à Paris, sous le secret le plus rigoureux. C'est à *l'Europe Politique* qu'il appartient de dénoncer à l'opinion publique le crime de violation du droit des gens envers un brave militaire qui, si nous en pouvons juger par sa lettre, n'a d'autre reproche à se faire, que de s'être battu courageusement contre des ennémis qui ne savent point honnorer le courage.—(*L'Europe Politique et Littéraire*, 23 Juin, 1797.)

" On réclame la liberté de La Fayette auprès de l'Empéreur; on négocie la paix avec l'Angleterre, et cependant, par une de ces contradictions qui ne sont que trop familières à notre gouvernement, le Commodore Smith est toujours détenu au Temple. Toutes les réclamations de la justice ont été vaines jusqu' à ce jour. Il est pourtant des loix que l'honneur a dictées pour adoucir les horreurs de la guerre ; il est, entre les nations belligérantes, une réciprocité de procédés qui doit distinguer les peuples policés des peuplades barbares : pourquoi le directoire n'a-t-il aucun égard pour ces loix qui consolent l'humanité de l'absence de la paix ? On parle sans cesse du danger des réactions ; mais ne doit-on pas aussi craindre des représailles? Le Commodore Smith est inutile à la France, et les marins qui peuvent être échangés contre lui nous sont très-nécessaires. Le gouvernement ne devroit songer qu'à augmenter le nombre de ses défenseurs; mais il n'augmente que le nombre de ses victimes. Robespiere, dans l'ivresse de sa tyrannie, avoit mis hors de la loi tous les prisonniers Anglais; voudroit-on aujourd'hui renouveller les atrocités de Robespierre? Je ne sais pas si avec de tels moyens on desire bien sincèrement la paix; mais je sais très-bien que ce don précieux du ciel ne se trouvera pas dans le tonneau de Régulus."—(*La Quotidienne,* 23 Juin, 1797.)

"Sont-ils souverains et souverains bien instruits du droit des gens les peuples chez lesquels le ministre de la justice fait interroger un prisonnier de guerre par un juge de paix qui lui demande gravement s'il est *ennémi de la République?*"

"Sont-ils souverains les peuples insoucians qui souffrent sans se plaindre que dix mille soldats (souverains comme eux) restent en captivité parce qu'il plaît au ministre de la justice de tenir au secret un soldat ennémi, qui n'est *pas même souverain?*—(*L'Europe Politique et Littéraire,* 24 Juin, 1797.)

"Il vient d'arriver à Saint-Servan, sur un paquebot Anglais, une grande quantité de nos prisonniers, qui ont annoncé que plusieurs bâtimens en ont dû débarquer d'autres dans différens ports de France. Voila d'heureux présages de paix. Pourquoi donc le gouvernement ici, sous ses yeux, malgré les avertissemens et les cris de l'opinion publique, s'obstine-t-il à garder au Temples des Anglais, qu'il reserve, non pas comme des prisonniers ordinaires, mais comme des otages qu'il semble craindre de voir échapper."—(*L'Invariable,* 28 Juin, 1797.)

"L'esprit public lient-t-il génie Anglais, à sa constitution, à son orgueil, à sa puisance démesurée? Tous ces élémens concurent à le composer; son génie est sombre et réfléchi, il calcule sa position, celle de ses ennemis, les chances à courir, et ne se décide qu'après un mur examen; son orgueil et sa puissance, dont il est très-jaloux, lui inspire les plus grands efforts pour satisfaire l'un et conserver l'autre; mais le plus grand préservatif de la constitution Anglaise, est l'exécution sévère des loix qui sont douces; et c'est ce qui rend cette exécution plus facile.

"En France au contraire, notre législation trop rigide, sembloit autoriser le juge à adoucir son application; insensiblement on s'étoit éloigné et de l'esprit et de la lettre; ce relâchement s'étoit introduit dans les autres branches de l'administration; de-là les abus qu'on reprochoit à notre gouvernement, et qui ont servi de prétexte à sa destruction................... Ce qui caracterise le mieux l'esprit public est l'empressement de venir au secours de la patrie en danger. Dans le cours de la guerre actuelle, en fait de générosité, tout a été *spontané* en Anglетèrre; tout a été *forcé* en France."—(*L'Europe Politique et Littéraire,* 24 Juin, 1797.)

It was all unavailable—malice is not easily subdued by argument. In the meanwhile, the British captives at Rouen were

attempting their escape; and Mr. Knight feels it necessary to exculpate himself from the charge of having broken his parole, in the following letter:—

MY DEAR FRIEND, *Citadel, Amiens, July 5th,* 1797.

As a long uninterrupted space of time is elapsed since I had the satisfaction of hearing from you, and being totally ignorant of the cause of your silence, I have ventured to give some scope to my inclinations, whatever may be the result; knowing that our noble Sir Sidney's ears had been rankly abused with a false and forged process of my breaking my parole, and being well aware of the reigning prejudice still existing to depreciate my character, I am led to believe its baleful influence has reached yours likewise. I had, I fear, judged too hastily of your professed friendship, and might perhaps have nursed some uncharitable suggestions concerning your not writing; and what seems to confirm me in my opinion, is the reception of a letter from Beecroft, who informed me you had not wrote him either: being too well convinced of the unjust strictness of your confinement, I am with an involuntary inclination led to think the rigour of your confinement has hindered you from writing to your fellow-captives in misfortune; to be plain, I must allow I did not know how to interpret your conduct, as it made me fear you never esteemed my friendship; your well-founded observations have, I have not the least doubt, informed you too frequently (as being a lover of justice) that the best actions have been misrepresented, and the most amiable characters traduced; nor has this been confined to any one single station; it has diffused itself through them all; and although its baleful influence has often rendered innocence miserable, yet the prudent will despise it with that contempt it so justly merits: there seems to be in the womb of time so many turns and vicissitudes of fortune, that the most prudent, brave, and well-informed judgment cannot prevent its progress. It is likely to suppose you have been informed who the infamous wretch is, that wished to screen himself from the censure of those he was under, at the expense of my character, for not having confirmed my stay at Rouen, by making me sign a parole; but what seemed to excite, like a burning fire, his resentment, was, the desertion of the greatest number of prisoners then at the Seminaire, Rouen, the day after I bethought myself to regain my liberty. I forbear to mention any more on that head, as it might be inexpedient at this critical crisis; we were all well acquainted with this person's dislike to all the Diamond's prisoners, but I suppose he thinks himself excused, as being more knave than fool, which title indeed is so justly due to him, that I believe none will do him such manifest wrong as to dispute it; and I am sure the blacker he appears, the greater reason I have to bless that Providence which caused my being taken in the attempt to regain my liberty; from what little I have said here, you may be able to picture my situation; and what makes it more disagreeable is, the seeming displeasure of Sir Sidney; Heaven knows my innocence, and that my conduct has ever been consistent with the strictest rules of honour and discretion; let me beg of you, Sir, to present my respectful compliments to Sir Sidney. I had an idea of being exchanged, concerning which subject I wrote to Sir Sidney, but at present it seems to be entirely done away. I hope Sir Sidney enjoys his usual good state of health, as likewise yourself. I am sorry to inform you, that poor Phillips, Sir Sidney's servant, is in the town gaol, Evreux; perhaps you are acquainted with the cause of it.

I am, dear Sir, your affectionate and obedient Servant,

Wm. Knight.

If perseverance of appeal could have obtained for Mr. Wright a more lenient captivity, his exertions might have warranted his success, but the orders had been given, and the unfortunate objects of them were left to their operation, despondent of repeal. We, however, see Mr. Wright again renewing the subject, in an address to the minister of marine:—

[Translation.]

Tower of the Temple, Paris,
6th August, 1797.

CITIZEN MINISTER,

I am induced to hope it will be sufficient for me to acquaint you with a violation done to the law of nations and to humanity, in the person of a prisoner of war, in order to incline you speedily to remedy it, as far as may lay in your power.

Captured after an action, under the orders of Sir Sidney Smith (this name recalls very grateful sentiments to numbers of your unfortunate seamen), I have suffered for sixteen months a species of imprisonment which is without example, except among tribes who have not yet felt the light of the eighteenth century.

I pass over in silence the cruelties and indignities which accompanied this secret and solitary confinement, in order to spare you, Citizen Minister, what military honour and delicacy would naturally feel towards those who violate these sentiments.

Confident in my right to the respect established towards a vanquished enemy, I disdain to solicit as a favour, what I am entitled to in justice: for I should equally blush at the baseness of flattering my oppressor, or of complaining of this rigour, if I could have deserved it. I claim, therefore, a change of this inquisitorial system, that I may be permitted to see Sir Sidney Smith, and to communicate freely with him, at least within this prison.

I have the honour to be, Citizen Minister,
Your very humble Servant,

J. W. Wright.

Officer of the Royal Navy of England.

To the Minister of the Marine and
Colonies, Paris.

About this time Sir Sidney Smith received a very friendly letter from Dr. Blane, in which he philosophizes with him as a friend, and advises him as a physician—it is in all points a valuable letter, as the following copy will prove :—

MY DEAR FRIEND, *London, 7th August,* 1797.

I have great satisfaction in hearing of you, and learning that you enjoy good health. I know well that there is no man upon earth less calculated, from his natural disposition and frame of mind, to brook confinement, and I sincerely feel for you ; but you ought to consider, that without the trials of captivity and imprisonment, the *drama* of such a life as yours would have been incomplete ; and who knows but you may one day reflect without regret, and even with satisfaction, that you have undergone this ordeal of virtue. There are few men of this age, whose life has been so filled and diversified with arduous, dangerous, and conspicuous exertions ; and you are not to look upon your present situation as either inglorious or unprofitable. It will be another wreath in your laurels, to have it said, that you bore the hardships of captivity with dignity, composure, and self-possession. It is to captivity that we owe some of the most ingenious and elaborate productions of the human mind ; witness those of Cervantes and Ralegh. The French nation is too liberal and enlightened, to deny you the use of pen, ink, paper, candlelight, and books. With the aid of these, joined to your own innate curiosity and cultivated taste, you will have such an opportunity of enriching your mind, as could never otherwise have offered, for you could not in any other way have been withdrawn from the active duties of your profession, without being considered as a recreant ; you may now lay up a store of useful knowledge, good habits, and pleasing reflections, constituting that true opulence which can neither be squandered, nor otherwise alienated. If the late King of Prussia had not spent part of his early life in the manner you are now doing, he would never have proved that accomplished hero and statesman which he turned out to be in his more advanced years.

But the principal, and I may say the only, object of this letter is, medical advice ; and you will find I have not been wandering so far from the point as you may at first sight imagine ; for were you to abandon your mind to vacuity and repining, it could not fail to injure your health ; and it is of the utmost consequence to it, that you be engaged as much as possible in rational action, and interesting studies. You will excuse me from making any formal prescription of this medicine of the mind, as I would of the *materia medica*, for your own judgment and spirit of research will suggest the proper objects of reading and writing. I shall only say, that with regard to writing, you cannot, in my opinion, do better than compose your own life ; and as to reading, I have always thought the works of Vertôt and Sully the best serious historical writings in the French language, and those of Marmontel in fictitious history. But there is a late work, partaking of both these characters, which I beg to recommend most warmly to your perusal ; I mean the travels of young Anacharsis, one of the first-rate monuments of taste and genius of this age, and comprising nearly all that is worth knowing of antiquity. The author once promised to be the most illustrious person of his name, but it seems now probable that the glories of the young Barthelemy will eclipse those of the author of the young Anacharsis. May the known humanity, moderation, and conspicuous talents of the one, do as much for the solid interests of modern Europe, as the learning, taste, and industry of the other has done for the fame of ancient Greece.

Since I am upon this subject, give me leave to recommend to you also some of the most light and popular works on natural philosophy, such as Algarotti's letters; but above all the modern chemistry, as you will find it in the works of Lavoisier, Fourcroy, and Chaptal.

I hope you are well treated where you are. The only way in which I can contribute to this is, by well treating the French prisoners, as far as depends on me; for I am, as you know, one of a board which has the charge of sick and wounded prisoners of war, as well as our own seamen, and our only instruction from the government is, to make no distinction in the treatment of these two classes. This I can positively assure you is literally complied with, and there is no comfort, either in point of diet, accommodation, or medical assistance, enjoyed by our own people, which is not equally extended to sick and wounded prisoners. As to the officers, they will own that they are in all respects treated suitably to their condition.

I enclose you a prescription for your health, which I am the better enabled to do from my knowledge of your constitution.*

Believe me, with great regard and affection, and best wishes for your speedy liberation,

Your most faithful friend, &c.

Gil. Blane.

P.S. I hope I shall manage the private concerns you entrust me with, in a manner of which you will approve. Your father and all your friends are well.

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* It was as follows:—"There is nothing in confinement absolutely incompatible with health and long life; so much are we the creatures of habit. History and observation afford sufficient proofs of this.

"It is probable, however, that with your active mind, at your time of life, and from the intrusion of anxious thoughts, your health will suffer more or less.

"The function of the animal economy, which want of exercise, and anxiety of mind, chiefly affect, is that of the stomach. I shall only say with regard to diet, that that is most wholesome, which your own experience tells you is most easily digestible; and that in your state of inaction, a smaller quantity, and that less rich in quality, will be adviseable. With regard to medicine, as the operation of the stomach and bowels is most probably slow, you will find your appetite and digestion quickened by the following medicine.

"Take one drachm of the powder of rhubarb, half a drachm of the powder of ginger, and fifteen grains of aloes; beat them into a mass with sirop, or

In answer to Mr. Wright's application to the minister of Marine, he was referred to the Minister of the Interior, and he accordingly addressed to him the following letter:—

[TRANSLATION.]

Tower of the Temple, Paris,
CITIZEN MINISTER, *12th August*, 1797.

The Minister of Marine having informed me by a letter, of which I have the honour to enclose a copy, that I must address myself to the Minister of Interior, on what relates to the extraordinary position I have so long been in; I deem it best to transmit a copy of a letter I had the honour to write him on this subject; to call your attention to the reclamations contained in it, and to beg you will be pleased to grant them: or in case of refusal, to have the goodness to let me know the motives or the pretext of an imprisonment bearing all the characters of criminal punishment, which I cannot by any means have merited.

I have the honour to be, Citizen Minister,
Your very humble servant,

To the Minister of Interior, Paris.

J. W. Wright.

Officer of the Royal Navy of England.

In the progress of Mr. Wright's epistolary exertions, we find him next addressing a letter to Henry Swinburne, Esq. his Britannic Majesty's Commissary for prisoners of war, and stating the inclosure of three official letters which he wishes to be transmitted by that gentleman to the Lords of the Admiralty:—

SIR, *Tower of the Temple, Paris, 18th August*, 1797.

As I think it my duty to make you acquainted with every circumstance in any way connected with my very peculiar position, I take the liberty to enclose copies of three official letters on that subject, and to request you will be pleased to transmit them to the Lords Commissioners of the Admiralty, for their further information.

I beg leave to offer you my best acknowledgments for the kind interest

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mucilage of gum arabic, and divide it into thirty pills; let one, two, or three be taken occasionally, either in the morning or evening, in case of constipation.

"If you should have a sense of heat, thirst, languor, and want of appetite, (attended probably with a white tongue) you will find benefit by taking from time to time, an ounce of Epsom salts (called in France English salts), dissolved in half a pint of water. This is particularly proper after the great heats of this season."

you have expressed on several occasions respecting my situation, and remain very respectfully, Sir,

Your most obedient and most humble servant,

H. Swinburne, Esq. H. B. M.'s Commissary for Prisoners of War, Fontainbleau.

J. W. Wright.

Mr. Wright not having experienced from the Minister of the Interior that prompt attention which the Minister of Marine had obliged him with, was induced to intimate his sense of this difference of behaviour to that gentleman, and his inclination rather to be obliged by *his* influence :—

[TRANSLATION.]

Tower of the Temple, Paris,
21st August, 1797.

CITIZEN MINISTER,

I have the honour to thank you for the promptitude with which you had the goodness to answer my letter of the 18th. In consequence of the indication contained in your letter, I addressed myself to the Minister of the Interior, but have received no answer, and my situation is not anywise altered. In this state of things, I think it my duty to renew my reclamations to you, Citizen Minister, and to observe at the same time, that I cannot but with difficulty determine to renounce the relation that ought to exist between the Minister of Marine and a Seaman prisoner of war; and particularly the protection which I have a right to claim from your Ministry.

Be pleased to consider this first application not as an importunity, and believe me, Citizen Minister,

Your very humble servant,

To the Minister of Marine and Colonies, Paris.

J. W. Wright.
British Prisoner of War.

In the interval of his awaiting the effect of this letter, Mr. Wright addressed the following brief remembrancer to the Minister of the Interior :—

[TRANSLATION.]

Tower of the Temple, Paris,
28th August, 1797.

CITIZEN MINISTER,

I have the honour to remind you of my letter of the 12th inst. to reiterate earnestly the just reclamations which are the object of it, and to be, with consideration, Citizen Minister,

Your very humble servant,

To the Minister of Interior, Paris.

J. W. Wright.
British Prisoner of War.

In consequence of the above application, Mr. Wright received a message by Adjutant-general Hocherot, that the Minister had laid his request before the Directory, and their answer was, that *it had not found room for deliberation!* Of this Mr. Wright immediately informed Mr. Swinburne, and requested his interference:—

SIR, *Tower of the Temple, 2d September,* 1797.

The same motives which caused me to trouble you on the 18th ult. induce me to acquaint you with what has passed since on the same subject; more especially as my renewed applications to Ministers have produced a sort of definitive answer.

On the 28th ult. I wrote shortly to remind the Minister of Interior of my request; and on the 21st, to the Minister of Marine, agreeably to the enclosed copy. Yesterday I received a message from the former, by Adjutant-general Hocherot, Inspector of Prisons, saying that he had laid my request before the Directory, and received for answer, "*qu'il n'y avoit pas lieu à y délibérer.*" The Minister of Marine, though he had the politeness yesterday to send back my letter to Mr. Knight, with the enclosed, No. 2, under cover to the Concierge, yet he made no reply to my letter, No. 1; from which there is reason to conjecture he cannot interfere in my favour. As therefore there appears little prospect of *my* being able to force from this government any further explanation on such strange treatment, I must again earnestly appeal to you, Sir, and those who have a right to enforce my claims.

Relying on your continued exertions,
I have the honour to be, very gratefully and respectfully,
Sir, your most obedient and most humble servant,

J. W. Wright.

Henry Swinburne, Esq. H. B. M.'s
Commissary, Fontainbleau.

Whether the repeated application of Sir Sidney Smith and Mr. Wright had or had not any influence with the Directory, they produced no immediate consequence. But in an arrangement with Mr. Swinburne, commissary for prisoners of war, the Directory consented to the exchange of Sir Sidney Smith, on condition of the British government rendering up a surplus of 4000 French prisoners, to be accounted for at the conclusion of the war. this demand at least shewed the high sense they had of that gentleman's services to his country. Mr. Swinburne had agreed to the terms subject to his Majesty's approbation, and by the following letter, this agreeable news, agreeable so far as it might afford a ground of hope, was communicated to Sir Sidney:—

DEAR SIR, *Fontainbleau, September 6, 1797.*

[Received 6th October, and answered immediately.]

I have the satisfaction of informing you, that one of the Commissioners of Exchanges and I, have this day signed an agreement, by which you will obtain your liberty in a most honourable manner, provided his Majesty thinks proper to ratify it. An arrêté du Directoire has been communicated to me, proposing to consider you as any other prisoner of war, susceptible of immediate exchange against any French officer of your rank, if Great Britain will agree to release (over and above the balance of regular exchange now carrying on, man for man) four thousand prisoners, to be accounted for at the peace. I was empowered in March to offer them *one* thousand, but at that time all treaty on the subject was impracticable. Since that I believe some thousands have been added to our balance; therefore, if proportion be observed, four now is no more than one then. In that idea I have agreed conditionally, subject to his Majesty's sanction.

I am happy to hear that you are now under the care of the Minister of Marine, and to be allowed freedom of communication; I hope the Directory will not refuse the request I this day make, that you may be immediately admitted to parole.

I have to inform you, that the Admiralty, *without assigning any reason*, has recalled me, and appointed Captain James Cotes, late of the Thames frigate, to succeed me. I presume not to guess the motives for so sudden and severe a measure; but I am proud to leave nothing for my successor to do, as I shall have cleared the French prisons, after relieving all my countrymen in their captivity, and crowned my mission by obtaining your exchange. I desire my best compliments to Mr. Wright. I believe you may write without difficulty by the channel of Mr. Cottrau, Chef de la 3me Division de la Marine. Believe me ever sincerely,

Your obedient servant,

Henry Swinburne.

The following is a copy of the orders of the Directory to Citizen Bonniface, commandant of the Temple guard:—

Ex. des Régistres des Délibérations du Directoire Executif, 27 Fructidor, An. 5. (*12th September*, 1797.)

Art. 1. " Le Commodore Sidney Smith, et le Sieur Wright, son Secretaire, actuellement détenus au Temple, auront la faculté de communiquer par ecrit d'une manière ostensible avec le Commissaire Britannique, chargé de l'Echange des Prisonniers.

Art. 2. " Dès que le Gouvernement Britannique aura ratifié les dispositions de l'Arrêté du 11 Fructidor dernier, rélatives à Sidney Smith, il sera procédé à son élargissement, et il se rendra sur parole dans le lieu de cautionnement qui lui sera fixé, pour y rester jusqu' à l'entière exécution de l'Arrêté sus-mentionné, c'est a dire, jusqu'après le renvoi en France de 4000 prisonniers en sus de la balance résultante des echanges respectifs;

des quels 4000 hommes il ne sera tenu compte à l'Angleterre que lors du traité de Paix définitif.

Art. 3. "Le Secretaire du Commodore S. Smith, suivra le sort de ce prisonnier."

(Extrait.)

"*Paris, le* 29 *Brumaire, An.* 6. (19*th Nov.* 1797.)

"*Bureau Central du Canton de Paris, au Citoyen* BONNIFACE, *préposé à la Gard du Temple.*

"Nous pouvons vous autoriser à laisser Commodore Sidney Smith et son ami se voir pendant le jour sous vos yeux.

"Salut et fraternité,

(Signé) Le Tellier, Cousin."

As one favourable consequence of this arrangement, Sir Sidney had been occasionally visited by Adjutant-general Hocherot; this attention was afterwards discontinued, and Sir Sidney, feeling the inconvenience of it, wrote to the Minister of war in the following terms:—

MONSIEUR, *À la Tour du Temple*, 3*d Octobre*, 1797.

Jusqu' ici j'ai reçu la visite d'un Adjutant-général de tems en tems pour reçevoir mes réclamations. J'ai été sensible à cette marque d'attention que me prouvoit que je n'étois pas entièrement delaissé par mes confreres les militaires, entre les mains de guichetiers du pouvoir civil avec lesquels je ne croyois jamais avoir à faire comme prisonnier de guerre. Les visites de cet officier sont discontinuées, et il m'a fait savoir qu'il a cessé ses fonctions. Je prends la liberté en conséquence, Monsieur, de vous prier de nommer un autre officier pour remplacer l'Adjutant-general Hocherot, dans ce service auprès de moi. Vous devez sentir, Monsieur, qu'il ne peut qu'être une grande satisfaction à un prisonnier, détenu depuis si long tems dans la plus rigoureuse solitude, de voir entrer chez lui une figure humaine, et surtout un militaire muni d'autorité de recevoir et de faire droit sur le champ à ses réclamations. Si cette considération n'est pas de poids auprès de vous, vous admettrez, Monsieur, que votre honneur national l'exige; puisque ce fait de l'emprisonnement d'un officier de grade supérieur, pris par le sort d'un combat, appartient à l'histoire de votre nation soi-disant généreuse, et il vous importe qu'il n'y soit pas mis "plus de rigueur que celle qui seroit necessaire pour s'assurer de la personne d'un prisonnier; ce qui est sévérement réprimé" par les loix fondamentales de l'état. Le passé, vous ne pouvez ni remedier, ni effacer de vos annales, pas plus que la Russie ni l'Autriche ne peuvent déchirer les pages de leur histoire

qui regardent Kosciusko et La Fayette : mais l'avenir est entre vos mains, quant au sort de celui qui a l'honneur de se souscrire,

Monsieur,

Avec consideration et respect, votre serviteur très humble,

(Signé) W Sidney Smith

P.S. Je desire que cette réclamation soit considéré comme ayant rapport à l'autre officier Anglais, M. John Westley Wright, prisonnier de guerre, détenu dans la même tour, mais séparé de moi. Il est également en droit d'attendre les égards d'usage entre nos nations respectives.

News of a decree of the Directory respecting Sir Sidney and Mr. Wright, having been received by the latter gentleman, he wrote to the Minister of the Interior, requesting him to authorise the keeper to give him a copy of the decree, together with his own letter, which accompanied the delivery of it to him :—

[TRANSLATION.]

Tower of the Temple, Paris,
4th October, 1797.

CITIZEN MINISTER,

I have to request you will please to authorise the keeper of this prison to deliver me a copy of the decree of the Directory concerning me, as well as of your letter dated towards the end of Fructidor which accompanied it. Have the goodness, at the same time, Citizen Minister, to cause any letters to my address that may remain in your office, to be sent to me.

I have the honour to be, Citizen Minister,
Your very humble servant,

To the Minister of the Interior, Paris.

J. W. Wright,
British Prisoner of War.

The following is a translation of the notice sent to Citizen Lasne, keeper of the Tower of the Temple, by the Commissioner for the exchange of prisoners of war :—

[TRANSLATION.]

Paris, 12 *Vendémiaire, 6th year of the Republic.*

The Commission for the Exchange of Prisoners of War, to Citizen Lasne, Keeper of the Tower of the Temple, Paris.

We inform you, Citizen, that upon the report of the Minister of Marine, the Directory passed a decree on the 11th of this month, purporting that

Commodore Sidney Smith shall be considered as prisoner of war, and susceptible of being exchanged. This disposition, which the Minister of Interior will make officially known to you, places whatever relates to this prisoner, as well for victualling as for guarding him, &c. within the attributions of the Minister of Marine. We, however, acquaint you, that no change is to take place in his detention, which will continue fixed in the Tower of the Temple until further order.

We send you enclosed a letter which the English Commissary of Exchange has addressed to us for the Commodore, and which we have examined—it may be delivered to him without difficulty.

G. J. Cottrau.
T. L. E. Desaing.
M. A. Bourdon.

To Sir Sidney's letter to the Minister of War he received the following answer, referring him to the Minister of Marine and Minister of the Interior :—

Sécrétariat Général.

Bureau
de Correspondence G.ale.

Nota. *Les réponses à faire au Ministre, doivent relater exactement la date des lettres qu'on en a reçues, et porter en marge l'indication ci-dessus du Bureau, afin d'éviter tout retard dans l'expédition des affaires.*

Liberté.

RÉPUBLIQUE FRANÇAISE.
ARMEES DE TERRE.

Egalité.

Paris, le 14 Vendemiaire, an 6 de la République
Française, une et indivisible.*

Le Ministre de la Guerre,

*Au Commodore Sydney Smith, détenu à la
Tour du Temple.*

J'ai reçu, Monsieur, la lettre que vous m'avez fait l'honneur de m'écrire pour m'engager à nommer un officier pour remplir auprès de vous la mission d'égards et d'humanité qu'avoit exercée jusqu' à présent l'Adjutant-général Hocherot; cet objet se trouvant aujourd' hui dans les attributions des Ministres de la Marine et de l'Intérieur. Je viens de leur transmettre votre lettre. C'est à eux que vous devez désormais adresser vos réclamations.

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* Not received till the 20th Vendemiaire, answering to the 11th October. N.B. The delay does not appear by the post mark, 15, to have been in the war office.

Scherer.

N.B. The Minister of Interior has since written to the keeper of the Temple, directing him to consider me as entirely under the direction of the Minister of Marine, to whom I have applied for some relaxation in my confinement. The Arrêté of the Executive Directory, directing me to be considered as a prisoner of war, susceptible of exchange, is dated the 11th Fructidor; it was not communicated to me till thirty-one days afterwards, since which I have heard nothing more. 13th October.

Sir Sidney, having received a letter from Mr. Swinburne, Commissary of his Britannic Majesty for the exchange of prisoners of war, informing him of the probability of his exchange shortly taking place, addressed the Minister of Marine in a letter of request, that a more liberal detention might be granted him, and also that his servant, John Philips, might be allowed to attend him:—

MONSIEUR, *À la Tour du Temple*, 5 *Octobre*, 1797.

Je viens de réçévoir à l'instant, une lettre de Mons. Swinburne, Commissaire de S. M. Britannique pour l'échange des prisonniers de guerre, datée du 6 du mois passé. Comme cette lettre annonce la probabilité de mon prochain échange, je ne vous aurois pas donné la peine de lire mes dernières réclamations, si je l'avois reçue plutôt; et je vous prie de les regarder comme non-avenues.

Le préposé à la garde du Temple m' a fait part d'une lettre officielle (qui accompagnoit celle dont il est question ci-dessus), de la part de la commission des échanges, dans laquelle il lui est annoncé que je dépends desormais de votre ministère, ce qui me donne la plus grande satisfaction, et c'est avec confiance que je m'addresse à vous pour obtenir de l'adoucissement à la rigueur de ma détention; me croyant en droit d'attendre de vous, Monsieur, les égards d'usage entre nos nations respectives envers les officiers de mon grade prisonniers de guerre, et que je me suis toujours fait un plaisir de témoigner à tous ceux qui ont été entre mes mains.

Je prends la liberté de renouveller ma démande (d'après le changement annoncé) que mon domestique, John Phillips, soit réuni à moi. Il est à Françiade, sous la surveillance du Citoyen Collinet, œconome de la maison de santé de cet endroit.

Si vous voulez avoir la bonté, Monsieur, de m'envoyer un officier de votre part muni d'autorité de donner des ordres au concièrge, il verroit lui même la justice des réclamations qui j'ai à faire et je suis sûr qu'il y feroit droit sur cette evidence.

Je suis, Monsieur, avec considération et respect,
Votre très humble serviteur,

W Sidney Smith

Prisonnier de Guerre Anglais.

À Mons. le Ministre
de la Marine et des
Colonies, à Paris.

Mr. Wright also had been informed that he was no longer under the cognizance of the Minister of the Interior; and he immediately requested of the Minister of the Marine to be allowed communication with Sir Sidney Smith, and to be released from all restraint not necessarily connected with the safe custody of his person—and at the same time thanked him for the return of a letter he had sent to Mr. Knight, who had already been exchanged:—

[TRANSLATION.]

Tower of the Temple, 8*th October*, 1797.
(17*th Vendémiaire.*)

CITIZEN MINISTER,

I hear with much pleasure, that my relation with the Ministry of the Marine has been just re-established, and that I no longer depend on the Ministry of the Interior.

I have the honour to beg of you, in consequence, to have the goodness to grant me free communication with Sir Sidney Smith, and to place me on the footing of prisoners of war, by removing, with respect to me, all rigour in general which is not absolutely necessary to prevent the escape of a prisoner. Receive, Citizen Minister, my thanks for your politeness in returning my letter, which could not be delivered to Mr. Knight, on account of his exchange; and believe me, with consideration and respect,

Citizen Minister,
Your very humble servant,

J. W. Wright.

British Prisoner of War.

To the Minister of the Marine and
Colonies, Paris.

Sir Sidney's request of a more enlarged captivity not being attended to, he addressed the Minister of the Interior, remonstrating on the severity of continuing towards him the treatment of a condemned criminal, after having placed him on the cartel of exchange; and in the like manner pleaded the cause of his friend, Mr. Wright:—

MONSIEUR, *À la Tour du Temple, Paris, le* 9 *Octobre*, 1797.

Depuis qu'on m'a annoncé que je dépendois entièrement du Ministère de la Marine, j'ai conçu l'espoir que je ne serois plus détenu avec une rigueur inouie pour des condamnés, bien plus pour un prisonnier de guerre. Ma santé en souffre journellement de plus en plus, et je vous prie instamment de prendre ma position en considèration et de m'accorder des adoucissemens d'usage pour un officier et un homme d'honneur, sous telle surveillance qu'on jugera à propôs, en attendant l'échange——Je dois aussi vous faire part, Monsieur, de la position du seul de mes officiers que n'est pas échangé. Mes capteurs, lors de mon transferrement du Havre à Rouen, eurent la bonté de me permettre de choisir pour m'accompagner, un officier parmi le brave détachement qui partageoit le sort du combat. Je choisis naturellement celui pour lequel j'avois le plus d'estime et avec lequel j'étois le plus intimement lié, M. John Westley Wright, midshipman, fesant les fonctions de sécrétaire. Cette distinction lui a valu une détention de dixhuit mois au secret, séparé de moi, excepté un intervalle de deux mois à l'Abbaye qu'on permit notre réunion. Il est difficile de conçevoir d'où est parti le trait de malice qui ait pu induire le gouvernement à donner un pareil ordre, et il ne peut y avoir de raison pour que cela subsiste encore, dès que nous sommes mis sur le cartel del échange.

Agrèez l'assurance du respect,
Et de la considération avec lesquels je suis, Monsieur,
Votre très humble serviteur,

À Monsieur le Ministre de l'Intérieur, à Paris.

W. Sidney Smith.

P.S. En attendant votre décision ultérieure sur l'objet de ma démande, de vous prie, Monsieur, d'autoriser le préposé à la garde du Temple de me permettre de continuer l'usage des bains, que le Ministre de l'Intérieur m'avoit accordé.

It seems to have been judged by the Directory a necessary course of policy to continue the severe restrictions of which Sir Sidney and his friend had so long and justly complained, as a means of obtaining a compliance, on the part of the British Government, with the extraordinary demand proposed in the articles of exchange—the ministers, however, by whose agency the decrees of the Directory were passed into execution, mitigated the austerity of them, as far as words could avail. M. Talleyrand writes thus :—

Le Ministre des Rélations Extérieures à Monsieur Sidney Smith.

20 *Vendémiaire, an.* 6.

J'ai fait parvenir, Monsieur, avec tout l'empressement que vous pouviez le desirer, la lettre que vous m'avez adressée il y a quelques jours, dont l'objet étoit de savoir des nouvelles de Monsieur votre frère. Croyez, Monsieur, que je ne mettrai pas moins de zèle que mon prédécesseur à adoucir votre sort en vous procurant ce genre de facilité ainsi que toutes celles qui dépendent de moi. Les Français savent respecter le malheur : les occasions de le soulager leur seront toujours cheres.

Salut et respect,

Ch. Mau. Talleyrand.

And the Minister of the Marine replies in the following terms to a request, among others, that he may be allowed the use of the baths :—

Paris, le 27 *Vendémiaire, an.* 6.

Le Ministre de la Marine et des Colonies, au Commodore Sidney Smith, Prisonnier de Guerre.

Je trouve très juste, Monsieur, que vous continuiez l'usage des bains, qui seront nécessaires à votre santé et j'autorise le Citoyen Lasne à vous procurer pour cet effet tout ce dont vous aurez besoin.

Quant à vos autres démandes je ne puis y satisfaire, il seroit inutilé d'en occuper le Directoire Exécutif qui a fait tout ce qu'il pouvoit faire en vous accordant la faveur d'être considéré comme prisonnier de guerre et de revoir votre patrie aussitôt que votre gouvernement aura rempli les conditions mises à votre échange.

Pleville Lepeley.

Mr. Wright having passed from under the cognizance of the Minister of the Interior to that of the Minister of the Marine, requests in the following letter the transmission to that gentleman of all the letters addressed to him that might then remain in his possession :—

À la Tour du Temple, le 17 *Octobre,* 1797.

CITOYEN MINISTRE, (26 *Vendémiaire.*)

Le préposé à la garde du Temple vient de me faire part de votre réponse à ma lettre du 4 du present mois. Je m'adresse en conséquence au Ministre de la Marine, et je vous aurai des obligations si vous voudriez bien lui transmettre les lettres à mon adresse qui peuvent avoir été rétenues dans vos bureaux, afin de m'en accélérer la réception en cas qu'il juge convenable de me les faire parvenir.

Veuillez bien excuser cette importunité, qui, je l'espère, sera la dernière de ma part, et croyez moi,

Citoyen Ministre, avec considération,

Votre très humble serviteur,

Au Citoyen Ministre de l'Intérieur,
à Paris.

J. W. Wright,
Officier de la Marine Anglaise,
Prisonnier de Guerre.

That relaxation of rigour which was so naturally expected by Mr. Wright, on being considered by the Directory as a prisoner of war, and in consequence entitled to the privileges of such condition, above that of the convicted criminal, was not yet granted, and he writes to Mr. Swinburne, expressing the anxiety with which he awaits the answer of the British government :—

MONSIEUR, *À la Tour du Temple*, 17 *Octobre*, 1797.

Je vous remercie bien de la lettre que vous m'avez fait l'honneur de m'adresser hier : elle me tire de l'état de suspens où la rigueur prolongée de ma détention m'avoit laissé jusqu'à ce moment. J'attends avec sollicitude la réponse de notre gouvernement.

Il est de mon devoir de vous informer qu'à la nouvelle agréable du rétablissement de mes rapports avec le Ministère de la Marine, j'ai écrit à ce Ministre en date du 8, pour l'engager à me réunir à M. le Chévalier S. Smith, à faire cesser toute rigueur qui ne fut absolument nécessaire pour empêcher l'évasion, et à m'établir enfin sur le pied des prisonniers de guerre : j'en attends sa réponse.

Quant à M. le Chévalier S. Smith, la connoissance que j'ai de son exactitude admette peu de doute, Monsieur, qu'il ne vous ait accusé la réception de toutes les lettres qui lui seroient parvenues de votre part ; mais ma position ne me mette pas à même de l'affirmer dans cette circonstance.

Je suis bien sensible à votre offre obligeante de m'être utile, et je prendrai la liberté d'en profiter si l'occasion se présente. Veuillez me croire, Monsieur, avec bien de la reconnoissance et du respect,

Votre très humble serviteur,

À Monsieur Swinburne, Commissaire de S. M. Britannique, pour les Prisonniers de Guerre, à Fontainbleau.

J. W. Wright.

Mr. Wright's request to the Minister of the Interior, that the letters in his possession addressed to him, be transmitted to the Minister of the Marine, was answered by a reference to the latter gentleman ; to whom Mr. Wright wrote the following :—

À la Tour du Temple, le 17 *Octobre,* 1797.
CITOYEN MINISTRE, (26 *Vendémiaire.*)

Ayant écrit le 4 de ce mois au Ministre de l'Intérieur pour l'engager à m'envoyer des lettres à mon adresse, que j'avois lieu de croire rétenues dans ses bureaux; il vient de me faire dire que cet objet dépend du Ministre de la Marine. Je vous prie en conséquence, Citoyen Ministre, de vouloir bien permettre qu'elles me parviennent.

Agréez, je vous prie, les sentimens de respect et de considération avec lesquels J'ai l'honneur d'être,

Citoyen Ministre,
Votre très humble serviteur,
J. W. Wright,
Prisonnier de Guerre Anglais.

Au Citoyen Ministre de la Marine
et des Colonies, à Paris.

The hope of exchange by which Sir Sidney and Mr. Wright had been flattered, to a degree amounting almost to expectation, was now to fail them—the following note was received by General Smith from Mr. Dundas, and forwarded by him to Sir Sidney :—

Walmer Castle, Tuesday Morning.

Mr. Dundas presents his compliments to General Smith, and returns him the last correspondence from Sir Sidney, which he has perused. Mr. Dundas is sorry to observe, that the *Arrêté* of the Directory there alluded to, by which Sir Sidney is declared *susceptible d'échange,* stipulates that this exchange shall be granted in return for 4000 French seamen, a condition so evidently inadmissible, that Mr. Dundas cannot entertain an expectation, that the prospect of Sir Sidney's return to England is thereby improved.

Under the impression of this serious disappointment, Mr. Wright wrote the following farewell letter to Mr. Swinburne, previously to that gentleman's departure :—

MONSIEUR, *À la Tour du Temple,* 6 *Novembre,* 1797.

Je profite, de la permission que m'accorde le Directoire Exécutif de correspondre avec vous, pour vous prier d'avoir la bonté de me communiquer les chéfs d'accusation qui ont motivé mon emprisonnement secret et ma séparation de Mons. le Chevalier S. Smith, ainsi que les obstacles, s'il en existe, à mon échange indépendamment du sien.

Je le dois à moi même et à la vérité, de ne point laisser échapper une occasion à la veille de votre dèpart, Monsieur, sans vous déclarer que, malgré les inculpations de l'ennémi, ma conduite au service du Roi et de ma Patria, n'offre rien absolument que je désirerois effacer, rien, j'ose l'affirmer, qui ne seroit avoué par l'honneur et l'humanité.

Ce seroit ici, Monsieur, que j'entreprendrois avec une douce satisfac-

tion, de justifier le plus digne des amis, le plus respectable des hommes, aussi estimable par les qualités qui ornent la vie privée, qu'il est admiré pour celles qui embellissent sa carrière militaire :—c'est ici, dis-je, que j'entreprendrois sa justification, si je croyois que mon foible témoignage étoit necessaire pour affermir votre conviction de la rectitude et des sentimens d'humanité qui distinguent eminemment Monsieur le Chevalier S. Smith. Il sera amplement dédommagé de ces misérables persécutions (qui ne meriteroient que le mépris, si leur durée ne les rendoient atroces), par l'estime de ses amis, et la considération distinguée que lui accordent nos compatriotes.

Je regrette beaucoup, Monsieur, que votre prochain départ me privera du plaisir de vous presenter de vive voix ici, mes rémercimens pour la part que ma position à pu ajouter à vos travaux et votre sollicitude ; d'autant plus, que la vie errante de Marin, me laisse peu de certitude de pouvoir jamais le faire ailleurs : veuillez ne'n pas être moins persuadé de la sincérité des sentimens de reconnoissance, de considération et de respect avec lesquels je serai toujours, Monsieur,

Votre trés humble, et très obéissant serviteur,

J. W. Wright.

À M. H. Swinburne, Commissaire de
S. M. Britannique pour le P. de
Guerre, à Paris.

P. S. Permettez moi, je vous prie, Monsieur, de vous charger de mille amitiés de ma part à notre brave ami le Capitaine Pierson—veuillez bien me dire si le précis de l'interrogatoire que j'ai subi l'année passée, vous est jamais parvenu de ma part; et si vous avez connoissance que l'Amirauté ait, ou n'ait pas, accordé ma damandé d'être conservé sur le Rôle d'Equipage du Diamant, pendant le tems que je serois détenu en France.

Although his prospect of success must now have been more distant, more gloomy than ever, Mr. Wright renewed his application to the Minister of Marine, to allow him a communication with Sir Sidney, and was reduced to the necessity of complaining of insufficient food—he also requested permission to use the warm baths, as necessary to his health—and to see the British Commissary, that he might arrange with him the means of his future support :—

CITOYEN MINISTRE, *À la Tour du Temple, le* 1er *Janvier*, 1798.

J'ai eu l'honneur de vous adresser une réclamation immédiatement après le rétablissement de mes rapports avec le Ministère de la Marine, à l'effet d'obtenir ma réunion avec Monsieur le Chévalier Sidney Smith, et la cessation d'un régime de détention qui ne se concilie pas plus avec le droit des gens, qu' avec l'usage de nos nations envers des prisonniers de guerre. L'affluance d'affaires d'un intérêt majeur vous ayant sans doute empêché de me répondre, je prends la liberté de vous réitérer ma demande a ce sujet.

Ma situation dans ce moment me privant absolument de tous secours et communications extérieurs ; et le gouvernement Français ne me donnant depuis long tems que du pain, au lieu de la nourriture à la quelle j'ai droit de prétendre ; je vous prie de vouloir bien m'accorder la permission de voir Monsieur le Capitaine Coates, Commissaire de S. M. Britannique, afin de concerter avec lui les moyens de subvenir à mes besoins dans la position singulière où je me trouve.

Je profite de cette occasion pour vous rappeler, Citoyen Ministre, une réclamation qui vous a été faite de ma part par le Citoyen Bonniface, préposé à la garde du Temple, de m'accorder la permission de prendre les bains chauds, qu'une réclusion inouie, et des privations contraires à mes habitudes, rendent maintenant nécessaires à ma santé : ce qui a été certifié par l'officier de santé.

J'ai l'honneur d'être,
Citoyen Ministre,
Votre très humble serviteur,

To the Minister of the Marine and Colonies, Paris.

J. W. Wright.
Prisonnier de Guerre Anglais.

It does not appear that Mr. Wright obtained the requested interview, as by the following letter we find him stating his condition as a prisoner to Captain Coates, and soliciting the professed object of that interview :—

MONSIEUR, *À la Tour du Temple, le* 28 *Janvier*, 1798.

Je crois de mon devoir de relever une erreur commise par le Bureau des Echanges Français, en m'attribuant le grade de lieutenant, et en me fixant un traitement en conséquence. Je n'ai encore que le grade de *Rated Midshipman.*

On m'avoit inclus jusqu' au 20 Thermidor (7 Août) de l'année dernière, dans le traitement qu' accorda le gouvernement Français à M. le Chevalier Sidney Smith : depuis cette époque tout traitement a cessé ; et c'est à vous Monsieur, que je crois devoir m'adresser maintenant, tant pour ce qui est arriéré, que pour ma subsistance future, pendant ma captivité.

Vous m'obligerez beaucoup, Monsieur, en voulant bien me repondre en Français ou en Anglais, à cachet volant, et sous une enveloppe à l'adresse du Citoyen Bonniface, préposé à la garde de la Tour du Temple.

J'ai l'honneur d'être, Monsieur,
Votre très humble serviteur,

À M. le Capitaine Coates, Commissaire de S. M. Britannique, à Paris.

J. W. Wright,
Prisonnier de Guerre Anglais.

The final letter of Mr. Wright during his first captivity, seems to have been to the British Commissary, Captain Coates, in which he professes his resignation to his lot, and his gratitude to M. Bonniface, for alleviating to the utmost of his power the hardships imposed on him:—

MONSIEUR, *À la Tour du Temple,* 16 *Avril,* 1798.

J'ai l'honneur de vous remercier bien sensiblement de votre souvenir, et de l'intérêt que vous ne cessez de témoigner sur notre position : elle n'est point changée, mais notre excellent Gardien, M. Bonniface, nous fait sentir le moins qu'il lui est possible la rigueur inouie qui la caracterise. Il est peu de malheurs, Monsieur, quelques graves qu'ils soient, dont l'esprit ne tire quelque profit : une longue habitude de souffrir, fortifie la patience; et j'ai le bonheur de sentir que cette rude épreuve en ce genre, me rendra superieur à tous les événemens possibles de ma vie future. Notre estimable Chevalier, dont l'exemple est infiniment édifiant, est un maître en morale : les circonstances influent légerement sur son ame tranquille, et n'interrompent, à ce que j'apprends, presque point le cours de son aimable gaîté naturelle ; mais je crains réellement que son phisique, affoibli par la réclusion, un air insalubre, et une inaction opposée à ses habitudes, ne céde bientôt sous le poids qui l'accable ; cette douloureuse réflexion me revient souvent, et je sens que c'est mon devoir, Monsieur, de vous en faire part quoique je sois convainçu de vos efforts continus pour faire adoucir le sort de mon ami. La permission de prendre des bains, si fortement recommandés par M. le Medecin de la Marine, est absolument illusoire; car l'intérieur du Temple n'offre pas les commodites necessaires pour cet objet : on a, à la verité, fait le premier pas vers la construction d'une baignoire, mais on s'est arrêté là—" point d'argent point de Suisse." Si vous pourriez, Monsieur, par de nouvelles instances, rendre cette permission effective, ce seroit contribuer beaucoup, à l'ameliorațion de notre santé.

Veuillez bien, Monsieur, être auprès de Monsieur Fisher, l'interprète de tous mes sentimens d'amitié et de reconnoissance pour lui.

J'ai l'honneur d'être à l'estime, et la parfaite considération,
Monsieur, votre très humble serviteur,

J. W. Wright.

Having thus found all endeavours vain—that neither entreaty nor remonstrance—neither argument nor solicitation, could prevail with those rigid and inflexible Revolutionists, who then held the reins of government under the title of a Directory (not to guide, but to rob and torture), and who added insult to the sufferings they imposed on them, by offering a release on terms to to which they could not expect an assent—terms which, as a precedent, would soon have rendered nugatory the capture of French prisoners—a scheme was formed, and friends procured to aid in the execution of it, by which they eventually liberated themselves. The enterprise and its success are too generally known to need a more particular relation here.[*]

Sir Sidney arrived in London, with his friend Mr. Wright, in May 1798.

It may be supposed Sir Sidney left France with an opinion of its governors very different from that which he expressed in the following letter on entering it:—

MY DEAR MOTHER, *Abbaye Prison, Paris, 28th April,* 1796.

I hope the French gazettes, copied into the English papers, will have announced my captivity to you ere this; and consequently relieved your mind from the anxiety you must have been under, lest something worse had befallen me. I am well in health, and all the better for having nothing to do or to think of; the only pain I experience is the recollection of what those must suffer who interest themselves in my fate, till they know my safety; and this is now diminished, by the indulgence that is granted me of writing this letter. It will be no small consolation to you to know, that humanity is as much the characteristic of the *present* rulers[†] in France, as cruelty was that of those they have supplanted.

Robespierre's system ended with him, and it is no longer a crime to be kind to the unfortunate. Urbanity of manners is by no means extinguished in Paris; this we daily experience, as far as our confined situation allows.

Believe me, my dear Mother,

Your affectionate and dutiful Son,

W Sidney Smith

Mrs. Smith, Catharine
Place, Bath.

P.S. 6th May.—A delay in the departure of my letter enables me to add, that I experience some relaxation of the strictness of confinement; wood fires make the air of Paris clear and good: white bread is granted me to day.[‡]

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[*] *Vide* N. C. Vol. IV. p. 459-466.

[†] Barras, Reubell, (and, we believe), Barthelemy, and Barbé-Marbois.

[‡] He was before upon the common prisoner's ration of ammunition bread.

The following extract from a posthumous work of Mr. Burke's, (inclosed in a letter from Mr. Cuppage to his friend) will not, we presume, be unacceptable to the reader, as containing the observations of that great man, on the comparative interest adopted by certain members of the British House of Commons, in the respective cases of Citizen la Fayette and Sir Sidney Smith :—

MY DEAR SIR, *Canterbury, November 18th,* 1797.

In forwarding to you an extract from a very recent publication of a posthumous work of Mr. Burke's, I gratify myself in shewing to you the record he has left of his admiration of Sir Sidney Smith, and of his participation in his sufferings ; this, which perhaps a similar eagerness to gratify you, may have been anticipated, yet will not, I trust, be the less acceptable, as affording me an opportunity of shewing my sincere regard for you, and my veneration of my departed friend.

I am, my dear Sir, your faithful humble servant,

Wm. Cuppage.

P. S. The travelling humanity of General Fitzpatrick, like other grand tour gentlemen, not seeing any object worth their notice nearer home, has given rise to the comparative merits of Sir Sidney and Citizen la Fayette.

Extract from a Posthumous Work of Mr. BURKE, *published on Monday, 13th November,* 1797.

" But the triumph of general fraternity was but the more signalized by the total want of particular claims in that case ; and by postponing all such claims in a case where they really existed, where they stood embossed, and in a manner forced themselves on the view of common short-sighted benevolence. Whilst, for its improvement, the humanity of these gentlemen was thus on its travels, and had got as far off as Olmutz, they never thought of a place and a person much nearer to them, or of moving an instruction to Lord Malmesbury in favour of their own suffering countryman, Sir Sidney Smith.

" This officer having attempted, with great gallantry, to cut out a vessel from one of the enemy's harbours, was taken, after an obstinate resistance, such as obtained him the marked respect of those who were witnesses of his valour, and knew the circumstances in which it was displayed. Upon his arrival at Paris, he was instantly thrown into prison, where the nature of his situation will best be understood, by knowing, that amongst his *mitigations*, was the permission to walk occasionally in the court, and to enjoy the privilege of shaving himself. On the old system of feelings and principles, his sufferings might have been entitled to consideration, and even in a comparison with those of Citizen la Fayette, to a priority in the order of compassion. If the ministers had neglected to take any steps in his favour, a declaration of the sense of the House of Commons would have stimulated them to their duty. If they had caused a representation to be made, such a proceeding would have added force to it. If reprisal should be thought advisable, the address of the House would have given an additional sanction to a measure, which would have been indeed justifiable, without any other sanction than its own reason. But no: nothing at all like it. In fact, the merit of Sir Sidney Smith, and his claim on British compassion, were of a kind altogether different from that which interested so deeply the authors of the motion in favour of Citizen la Fayette. In my humble opinion, Captain Sir Sidney Smith has another sort of merit with the British nation, and something of a higher claim on British humanity, than Citizen la Fayette. Faithful, zealous and ardent in the service of his King and Country, full of spirit, full of resources, going out of the beaten road, but going right, because his uncommon enterprise was not conducted by a vulgar judgment;—in his profession, Sir Sidney Smith might be considered as a distinguished person, if any person could well be distinguished in a service in which scarce a commander can be named without putting you in mind of some action of intrepidity, skill, and vigilance, that has given them a fair title to contend with any men, and in any age. But I will say nothing farther of the merits of Sir Sidney Smith: The mortal animosity of the Regicide enemy supersedes all other panegyric. Their hatred is a judgment in his favour without appeal. At present he is lodged in the Tower of the Temple; the last prison of Louis the Sixteenth, and the last but one of Maria Antoinetta of Austria; the prison of Louis the Seventeenth; the prison of Elizabeth of Bourbon. There he lies, unpitied by the grand philanthropists, to meditate upon the fate of those who are faithful to their King and Country. Whilst this prisoner, secluded from intercourse, was indulging in these cheering reflections, he might possibly have had the further consolation of learning (by means of the insolent exultation of his guards), that there was an English ambassador at Paris; he might have had the proud comfort of hearing, that this ambassador had the honour of passing his mornings in respectful attendance at the office of a regicide pettifogger; and that in the evening he relaxed in the amusements of the Opera; and in the spectacle of an audience totally new; an audience in which he had the pleasure of seeing about him not a single face that he could formerly have known in Paris; but in the place of that company, one indeed more than equal it in display of gaiety, splendour, and luxury; a set of abandoned wretches, squandering in insolent riot the spoils of their bleeding country. A subject of profound reflection both to the prisoner and to the ambassador."

[To be continued.]

NAUTICAL ANECDOTES AND SELECTIONS.

CONSPIRACY FOR RESTORING BUONAPARTE.

A GERMAN paper gives the following account of the origin of the conspiracy for restoring Buonaparte:—"Scarcely had three months elapsed from the restoration of the Bourbons, when the Republicans began to manifest their discontent. The army also were dissatisfied, and conspiracies against the Bourbons commenced. Carnot, *Fouche*, and Thibeaudeau, were the first that conceived the idea of overturning the government. They assembled generally at the house of Tallien, who was obliged to keep his room by a violent attack of the gout. Though these men had been employed by Buonaparte, they neither liked him nor his system, and yet less his ministers and chief favourites; and of course did not wish his return: yet as nothing could be done without the army, and believing that he had many partizans in it, to ascertain the fact they engaged the Republican Generals, Fressinet and Excelmans, to sound the troops, whom they found indifferent to every thing but the return of Buonaparte. This discovery made them renounce the project that had been entertained of making direct or indirect propositions to the Duc d'Orleans, or of establishing a republican government. Overtures were accordingly made to the friends of Buonaparte. A young man named Hurel, who under the government had been an auditor to the Council of State, and since the new revolution had been appointed Prefect of one of the Departments, was selected for the mission; he found Buonaparte well disposed to return, which filled his friends with joy. The next consideration was, to procure money. *Cambaceres*, *Fouche*, and Savary, who are excessively rich, readily made advances, which were lodged in the hands of Carnot, who was appointed treasurer. The dispositions of the Marshals were next tried; Massena, Soult, Ney, and Suchet, not only immediately joined the conspirators, but promised considerable sums. Thibaudeau was despatched to the neighbouring countries. He passed through the Netherlands, Germany, and Italy. He had conferences with General Bertrand at Naples and at Florence. Murat was then apprized of the secret. *Lucien* and Joseph Buonaparte furnished considerable sums, and 20 millions of Francs were raised in Italy alone."

SURRENDER OF BUONAPARTE.

THE following particulars have been selected as a journalized narrative of the surrender and transmarine transfer of Buonaparte. Having terminated his military career at Waterloo, and finding the Jacobins not inclined to make any further sacrifices, his views seem henceforth to have been solely directed to his personal safety; he accordingly made a pretence of abdication, that he might withdraw himself from public notice, and having prepared for his reception at Rochefort, he passed through Rambouillet on the 1st of July, on his way thither, his suite being composed of Generals Bertrand, Savary, Lallemand, Labedoyere, Montholon, and Gorgau; Colonels Baillon and Descham, Chiefs of Squadron; Morin, Resigny, and St. Gow; Captain Pierson; Lieutenant Autrie; Messrs. Delacasse, Chamberlain, and his son; St. Catherine, Page; Rattery, Secretary; Regan, Surgeon; Cotin and Appiani, Maitres d'Hotel; Planat St. Jacques and Chiappe, and eight domestics.

Information of his departure from Paris having been received, orders were immediately sent to our cruisers to keep a sharp look-out, in the expectation of his embarking at some one of the southern ports for America. The following particulars of the subsequent proceedings respecting him. appear in the subjoined extract of a letter from an officer on board H.M.S. Cyrus, dated Basque Roads, July 16:—

"As we have assisted in securing Buonaparte, allow me to give you a journal of the proceedings previous to that event.

"*July* 1.—While within Isle Dieu, at anchor, assisting the royalists, a boat came on board from his Majesty's ship Bellerophon, with despatches, announcing that Buonaparte had quitted Paris for some port to the southward, intending to go to America; and requiring us to come down and assist her in the blockade of Rochefort. We immediately proceeded to Quiberon Bay to Admiral Hotham with this intelligence.

"*July* 3.—Arrived at Quiberon Bay at three P.M. communicated with Admiral Hotham, and sailed again directly to join the Bellerophon off this port.

"*July* 5.—Joined her at four P.M. the Endymion, Myrmidon, and Dwarf, in company. They were to blockade the Antioche and Oleron Passage, and this ship the Breton Passage.

"*July* 6.—At six A.M. chased and boarded a Prussian just come out of the Charente, notwithstanding the hostility between the two nations.—Examined her minutely, but found no suspicious characters on board.—Received information that Buonaparte was not at Rochefort, but daily expected, as three successive messengers had arrived in the night of June 29, ordering two frigates lying at the Isle d'Aix, to be got ready with all despatch. In the evening we spoke his Majesty's ship Slaney, and received orders to resume our station within Isle Dieu.

"*July* 8.—Resumed our station, after capturing a boat, containing three soldiers, belonging to Isle Noirmoustier, who endeavoured to pass for fishermen—gained no information.

"*July* 9.—Spoke his Majesty's ship Falmouth, proceeding to the westward, who told us, from the information of the Sheldrake brig of war, off the Loire, that Buonaparte was at Nantes, and that the force off that river was not sufficient to oppose his departure. We immediately weighed, and proceeded off the Loire. Found the Dwarf had joined the brig, and that the Opossum was also close at hand; so that being strong enough, we bore up to regain the Bellerophon, off the light-house of Oleron.

"*July* 12.—At one P.M. passed near to her and the Slaney. Bellerophon telegraphed us—'Keep close off Balaine light-house: Buonaparte is here, endeavouring to escape. Examine every description of vessels closely for him. I have two of his generals, who have asked for the frigates to pass.'

" At three P.M. saw a brig coming out of the Breton Passage; chased her for 12 hours, and found her an American without passengers, who told us he had no doubt but that Buonaparte was at Rochefort, but it was not publicly known at the place he had left (St. Martin's Isle Rhé.)

" *July* 13.—At half-past one P.M. saw the Bellerophon and Slaney some distance to leeward, with flags of truce at their mast-heads, and a chasse marée with a similar flag, so that we had little doubt of Napoleon having surrendered, or being at least negociating for that purpose.

" *July* 14.—The Superb, Admiral Hotham, directed us to anchor within the Breton Passage, the more effectually to blockade it, and then passed on to Basque Roads to join the Bellerophon.

" *July* 15.—The Slaney passed us, and telegraphed, ' For England, with important despatches.'

" *July* 16.—We were recalled to this place, and found the *Disturber of the World*, whom we had been so anxiously looking for, safe on board the Bellerophon. He was just returning to the latter ship from breakfasting on board the Superb with the Admiral, who ordered the yards to be manned, as a mark of respect.

" We passed close to the Bellerophon several times; Captain Maitland told us, ' *I have got Buonaparte on Board.*'

" Napoleon stood exposed at full length on the gang-way, about twenty yards distant, to survey us; and we, in return, examined him, as you may be assured, with minute and eager attention. He was dressed in a green uniform coat, with two epaulets, and a red collar—a broad red sash over his shoulder, a large star on the left breast, white waistcoat, pantaloons, boots, and a large cocked hat, with the tri-coloured cockade. I knew the figure and face instantly; it was impossible for any one, who had ever examined the lineaments with attention, to mistake them. Bertrand, L'Allemand, Savary, and others, were with him.

" He first sent out to Captain Maitland for permission to proceed to America in the frigates, which was refused; but an offer made of referring him, if he came out, to the Admiral. He then asked for a brig, and afterwards for a schooner—requests equally inadmissible. Afterwards he formed the plan for going in two chasse marées out of the Breton Passage in the night; and being informed that this ship would intercept him, he replied, ' *He would try, for we would not suspect such small vessels.*' This determination was altered, probably, by reflecting, that if taken prisoner, he would have no claim on our generosity; while, by throwing himself into our power, there might at least be some hope in setting up such a claim. *He then surrendered, after threatening to force his passage.*

" On board the Bellerophon, he seemed to think himself Emperor, taking possession of Captain Maitland's cabin, and shortly after inviting him to dinner. When he went on board the Superb this morning, Bertrand first ascended the side, and was introduced to the Admiral; Napoleon followed. " The Emperor," said Captain Maitland—Napoleon bowed to the Admiral, without further ceremony walked to his cabin, and sent his compliments that he would be glad to speak with him !!

"Nothing escapes his notice; his eyes are in every place, and on every object, from the greatest to the most minute. He immediately asked an explanation of the ropes, blocks, masts, and yards, and all the machinery of the ship. He sent for the boatswain, to question him; that officer always fitting out the French ships. He requested the marines to pass in review before him, examining the arms, evolutions, dress, &c. &c. and expressed himself highly pleased. He inquired into the situation of the seamen, their pay, prize-money, clothes, food, tobacco, &c. and when told of their being supplied by a purser or commissary, asked if he was not a rogue.

"In conversing with the Admiral, he said, I have given myself up to the English; but I would not have done so to any other of the Allied Powers. In surrendering to any of them, I should be subject to the caprice and will of an individual:—in submitting to the English, I place myself at the mercy of a nation.—Adieu."

In his passage to the British coast, he demanded all the homage due to a sovereign, as he considers himself as still sovereign of Elba.

July 24.—Between five and six o'clock in the morning, Captain Sartorius, of the Slaney sloop, arrived with despatches from Captain Maitland, and was also the bearer of a letter from Buonaparte to the Prince Regent. Buonaparte had delivered this letter to one of his own suite, who was to present it. This person, however, upon his arrival at Plymouth in the Slaney, was not permitted to proceed to town, but the letter was given in charge to Captain Sartorious, who immediately upon his arrival proceeded to the Secretary's, Mr. Barrow's. Lord Melville came to town from Wimbledon, between ten and eleven, and had an audience of the Prince Regent at Carlton House, who had returned to town from Windsor on Sunday night, between ten and eleven o'clock. He remained with his Royal Highness upwards of an hour, when his Lordship proceeded at twelve o'clock to the Foreign Office, at which hour a Cabinet Council was summoned to be held, and which continued sitting till between four and five. At the breaking up of the Council, Mr. Pegler, the King's messenger, was ordered to hold himself in readiness for a journey, and the exertions to get him off were so great, that he had started at about six.

The following is a translation of the letter:—

"YOUR ROYAL HIGHNESS, "*Rochefort*, 13*th July.*

"Exposed to the factions which divide my country, and to the enmity of the great Powers of Europe, I have terminated my political career; and I come, like Themistocles, to throw myself upon the hospitality (*m'asseoir sur le foyer*) of the British people. I claim from your Royal Highness the protection of the laws, and throw myself upon the most powerful, the most constant, and the most generous of my enemies.

Napoleon."

In the evening of the same day it was announced by telegraph, that the Bellerophon was arrived at Torbay.

July 25.—Lieutenant Fletcher, flag-lieutenant to Sir H. Hotham, arrived in town with despatches, giving an account of the Bellerophon's arrival, with Buonaparte and his suite, consisting of 45 persons. He had required accommodations for 50 cavalry! Telegraphic orders were given to prohibit all communication between the ship and shore.

July 26. The Bellerophon in consequence of orders left Torbay for Plymouth, about 5 o'clock this morning, and about 5 o'clock in the evening of the same day, came to an anchor just inside the Breakwater, and immediately afterwards the Eurotas and Liffey were directed to place themselves at a short distance on each of her quarters, and keep off boats that had anxiously hastened from the shore to obtain a glance of the imperial magnet. Admirals, captains, and other distinguished persons, were among the number, but all alike were refused admittance, and obliged to content themselves with a distant view. He gratified the spectators with his appearance frequently on the poop and gangway, on which occasions the *British*, as well as French, officers, *stood uncovered*, and apart!! One of his officers intimating to him, that Sir Richard Strachan was in a barge alongside, Buonaparte instantly took off his hat, and bowed to him, with a smile. This was a favourable opportunity for the various observers, as he continued walking in full view nearly an hour. Mrs. Maitland was also complimented with a bow. Yesterday Admiral Lord Viscount Keith had a short interview with Buonaparte, at the request of the latter, when orders were given that he should be treated as a prisoner and foreign general.

The number of spectators was immense. The principal time for beholding his whole figure was generally a little before six o'clock, just previous to his dinner hour, at which time the mass of surrounding boats exceeded both in breadth and length every thing that can be imagined concerning it, 1000 boats, and 10,000 persons, at least, were supposed to be at some times congregated, partly attracted by the ex-imperial phenomenon, and partly by a wish to see the Breakwater, only a few hundred yards from the Bellerophon, where, to their surprise, they found a supply of porter, biscuits, fruit, and even tea, coffee, and cream; on which, after viewing the chief object, several thousands landed, at low-water, absolutely covering its extent with population.

We regret to say, that a large portion of the spectators not only took off their hats, but cheered him, apparently with the view of soothing his fallen fortunes, and treating him with respect and consideration; him, whose whole life has been a series of exultations in the calamities of others! To what cause shall we ascribe this tergiversation of the British character? Can there be a stronger proof of our growing depravity, than this tendency to commiserate vice, when men allow such a dangerous impulse to overcome their reason, their ideas of justice, and all the sober feelings of their minds? All history proclaims the dignity due to suffering virtue. Is it left for us to venerate unsuccessful villany? Do great talents alone, unaccompanied by a single other good quality, carry with them a sufficient title to the esteem and admiration of mankind? It is impossible, in our opinion, to speak too harshly of such a mode of conduct, and the excuse assigned for it, still more degrades our natural spirit; this is, a love of war, because it enriches individuals more than the avocations of peace, and as Buonaparte administered to that love, in full perfection, he was necessarily entitled to our regard and affection!—Horrible confession! Disgraceful to our religion, to our morality, to our country! Shall the mean self-interest of individuals be permitted to weigh down the public good, (and surely war cannot be considered very compatible with the latter!) Heaven forbid! When self is every thing, and country nothing, that country rapidly approaches its downfall! If there be a virtue in Frenchmen it is their nationality, which, under all circumstances, whether prosperous or unprosperous, ever adheres to them, and is the beacon to their thoughts and actions.

July 28.—The fate of Buonaparte was finally determined at a Cabinet Council held at the Foreign Office, and the following morning Sir H. Bunbury, the Under Secretary of State for the War Department, set out for Plymouth, accompanied by the son of Earl Bathurst and Mr. Guy, the King's messenger, to communicate to Napoleon the final determination of our Government to consign him as a prisoner to St. Helena; to make all the arrangements consequently necessary; and to witness in part their execution, by the departure of the ship. In all the official documents issued upon this occasion, the Usurper is designated as "General Buonaparte."

August 4.—Sir George Cockburn cleared St. Helen's in the Northumberland, the ship destined to carry Buonaparte to St. Helena, in company with the Ceylon and Bucephalus, troop-ships, having on board a company of artillery, and the 53d regiment, under Sir George Bingham. Sir George Cockburn's sailing was hurried, by the circumstance of Buonaparte's having expressed the most violent determination not to suffer himself to be taken to St. Helena. When the Commission was read to him by Colonel Bunbury, appointing his place of future residence, he exclaimed—"You may take my body to St. Helena, but you shall never take my spirit." Frequently, afterward, to Captain Maitland, he said—"You shall never take me over the side of this ship alive."

August 4.—A writ of *Habeas Corpus* having been obtained by some British Buonapartist, addressed to Lord Keith, to deliver up the body of Buonaparte, whom he had in custody, for the purpose of transporting him against his consent, and contrary to the laws of the kingdom, the Admiralty having been advised of it, telegraphed to Plymouth, to caution Lord Keith to keep out of the way; his Lordship immediately proceeded to Plymouth Sound, where finding the Prometheus under weigh, he immediately went on board that ship, hoisted his flag, and made signals for the Bellerophon, Eurotas, and Tonnant to follow him to sea: when he was clear of the Sound, he shifted his flag to the Tonnant, and cruised between the Eddystone and the Start, until he fell in with the Northumberland.

August 7.—Buonaparte was taken from on board his Majesty's ship Bellerophon, accompanied by Admirals Lord Keith and Sir G. Cockburn, two French ladies, and two French Generals, and sent on board the Northumberland. His Majesty's ship Tonnant, with Lord Keith, red flag flying at the main, was stationed in the centre to superintend the trans-shipment, and supported by his Majesty's ships as below. A schooner and a cutter kept sailing about to keep off boats that had come from the shore.

Ceylon. ++		Tonnant. +++		Morgiana. +
Bucephalus. ++	Northumberland. +++		Bellerophon. +++	
Eurotas. ++		Myrmidon. +		Store ship. +

The despatches which announced the trans-shipment of Buonaparte from the Bellerophon to the Northumberland, were brought by Lord Viscount Lowther, who had proceeded in the Northumberland from Portsmouth, and who, with the Hon. Mr. Lyttelton, M.P. for Worcestershire, remained for two hours in earnest conversation with Buonaparte, after such of his suite as were not to accompany him had left him.

The Bellerophon and Tonnant put to sea from Plymouth Sound on Friday; (the4thAug.) and here we must contradict the statement that they sailed to avoid the service of a writ of *Habeas Corpus.*

The facts of the case are, that the concourse of boats in Plymouth Sound, and the loss of some lives which had already taken place, induced the government to remove the Bellerophon to a greater distance; and the writ which is spoken of was no more than a common subpœna from the Court of King's Bench, obtained by some person who has some cause pending in that Court, in which he fancied he wanted the evidence of Napoleon and Jerome Buonaparte, and Admiral Villaumez.

The Northumberland sailed from Portsmouth on Friday, August 4; and, on nearing Torbay on Sunday, perceived two line-of-battle ships approaching her, which proved to be the Bellerophon, with Buonaparte on board, and the Tonnant, with Lord Keith. In a few hours the Northumberland hailed them, and asked after Buonaparte, who, she was informed, had not come out of his cabin for some days. The ships came to an anchor off Torbay.

General Bertrand went first on board the Tonnant, where he dined with Lord Keith and Sir George Cockburn. He is a man of about 50 years of age, and extremely well behaved. At dinner, Sir George gave him a general explanation of his instructions with respect to Buonaparte: one of which was, that his baggage must be inspected before it was received on board the Northumberland. Bertrand expressed his opinion strongly against the measure of sending the Emperor (as he and all the suite constantly style him) to St. Helena, when his wish and expectation were to live quietly in England, under the protection of the English laws. Lord Keith and Sir George Cockburn did not enter into any discussion upon the subject.

After dinner, Lord Keith and Sir George Cockburn, accompanied by Bertrand, went on board the Bellerophon. Previously to their arrival, Buonaparte's arms and pistols had been taken away from him—not without considerable altercation and objection on the part of the French officers.

Those who were not to accompany him were sent on board the Eurotas frigate. They expressed great reluctance at the separation, particularly the Polish officers. Buonaparte took leave of them individually. A Colonel Pistowski, a Pole, was peculiarly desirous of accompanying him. He had received 17 wounds in the service of Buonaparte, and said he would serve in any capacity, however menial, if he could be allowed to go with him to St. Helena. The orders for sending off the Polish officers were peremptory, and he was removed to the Eurotas. Savary and Lallemand, however, were not amongst those sent on board the frigate: they were left in the Bellerophon.

When Lord Keith and Sir George Cockburn went on board the Bellerophon on Sunday afternoon (Aug. 6th), Buonaparte was upon deck to receive them, dressed in a green coat with red facings, two epaulets, white waistcoat and breeches, silk stockings, the Star of the Legion of Honour, and a *chapeau bras,* with the three-coloured cockade. His face is remarkably plump, and his head rather bald upon the top. After the usual salutations, Lord Keith, addressing himself to Buonaparte, acquainted him with his intended transfer from the Bellerophon to the Northumberland.

Buonaparte immediately protested with great vehemence against this act of the British Government:—he did not expect it,—he did not conceive that any possible objection could be made to his residing in England quietly for the rest of his life.

No answer was returned by either Lord Keith or Sir George Cockburn. A British officer who stood near him observed to him, that if he had not been sent to St. Helena, he would have been delivered up to the Emperor of Russia.

Buonaparte.—"*Dieu me garde des Russes!*" (God keep me from the Russians!) In making this reply, he looked at General Bertrand, and shrugged up his shoulders.

Sir George Cockburn—"At what hour to-morrow morning shall I come, General, and receive you on board the Northumberland?"

Buonaparte, with some surprise at being styled merely General—"At ten o'clock."

Bertrand, Madame Bertrand, Savary, Lallemand, Count and Countess Mouthulon, were standing near Buonaparte.

Sir George Cockburn asked him if he wanted any thing more before they put to sea. Bertrand replied, 50 packs of cards, a backgammon and a domino table; and Madame Bertrand desired to have some necessary articles of furniture, which, it was said, should be furnished forthwith.

One of Buonaparte's officers, the nephew of Josephine Beauharnois, his first wife, complained that faith had not been kept with the Emperor, who expected to reside with his suite in Great Britain.

Buonaparte asked Lord Keith's advice. His Lordship merely replied, that he had to obey the orders he had received from his Government. Buonaparte then desired another interview with his Lordship: Lord Keith declined it, alleging that it could not but be unsatisfactory—he had no discretion—his fate could not be altered.

An officer who stood near him said—"You would have been taken if you had remained at Rochefort another hour, and sent off to Paris." Buonaparte turned his eye upon the speaker, but did not speak a word. He next addressed himself to Sir G. Cockburn, and asked several questions about St. Helena.

"Is there any hunting or shooting there?—Where am I to reside?"

He then abruptly changed the subject, and burst into more invectives against the Government, to which no answer was returned.

Whether he had any idea of a writ of *Habeas Corpus* or no, we know not; but he was very solicitous to go ashore.

He then expressed some indignation at being styled General—saying, "You have sent Ambassadors to me as a Sovereign Potentate, you have acknowledged me as First Consul." He took a great deal of snuff whilst speaking.

After reminding him that the Northumberland's barge would come for him at ten on Monday morning, Lord Keith and Sir George Cockburn retired.

Early on Monday morning (Aug. 7th), Sir G. Cockburn went on board the Bellerophon to superintend the inspection of Buonaparte's baggage; it consisted of two services of plate, several articles in gold, a superb toilet of plate, books, beds, &c. They were all sent on board the Northumberland about eleven o'clock.

Buonaparte had brought with him from France about forty servants, amongst whom were a groom, postillion, and lamplighter. Two-thirds of these were sent on board the Eurotas.

At half-past eleven o'clock, Lord Keith, in the barge of the Tonnant, went on board the Bellerophon to receive Buonaparte, and those who were to accompany him. Buonaparte, before their arrival and afterwards, addressed himself to Captain Maitland and the officers of the Bellerophon. After descending the ladder into the barge, he pulled off his hat to them again. Lord Keith received in the barge the following personages:—

Buonaparte; General Bertrand and Madame Bertrand, with their children; Count and Countess Moutholon, and child; Count Lascasas; General Gorgaud; nine men and three women servants.

Buonaparte's surgeon refused to accompany him: upon which the surgeon of the Bellerophon offered to supply his place.

Buonaparte was this day dressed in a cocked hat, much worn, with a tri-coloured cockade; his coat was buttoned close round him, a plain green one with a red collar; he had three orders, two crosses, and a large silver star, with the inscription *Honneur et Patrie;* white breeches, silk stockings, gold buckles.

Savary and Lallemand were left behind in the Bellerophon.

Savary seemed in great dread of being given up to the French government, repeatedly asserting that the honour of England would not allow them to be landed again on the shores of France.

About twelve o'clock the Tonnant's barge reached the Northumberland. Bertrand stepped first upon deck, Buonaparte next, mounting the side of the ship with the activity of a seaman. The marines were drawn out and received him, but merely as a general, presenting arms to him. He pulled off his hat. As soon as he was upon deck, he said to Sir George Cockburn—"*Je suis à vos ordres.*" He bowed to Lord Lowther and Mr. Lyttelton, who were near the Admiral, and spoke to them a few words, to which they replied. To an officer, he said, "*Dans quel corps servez vous?*" (In what corps do you serve?) The officer replied, "in the artillery." Buonaparte immediately rejoined—*Je sors de cette service moi-même*—(I was originally in that service myself.) After taking leave of the officers who had accompanied him from the Bellerophon, and embracing the nephew of Josephine, who was not going to St. Helena, he went into the after cabin, where, besides his principal companions, were assembled Lord Keith, Sir G. Cockburn, Lord Lowther, the Hon. Mr. Lyttelton, &c.

Bertrand—"I never gave in my adhesion to Louis the 18th. It is therefore palpably unjust to proscribe me. However, I shall return in a year or two to superintend the education of my children."

Madame Bertrand appeared much distressed: said she was obliged to leave Paris in a hurry, without clothes, or any necessary. She had lived in the house now occupied by the Duke de Berri. She spoke most flatteringly of her husband; said the Emperor was too great a man to be depressed by circumstances, and concluded by expressing a wish for some Paris papers.

Count Moutholon spoke of the improvements made by Buonaparte in Paris; alluded to his bilious complaint, which required much exercise.

The Countess Moutholon is a very interesting woman; she said little.

Bertrand asked what we should have done had we taken Buonaparte at sea?

As we are doing now, was the reply.

Lord Keith took leave in the afternoon of Buonaparte, and returned on Board the Tonnant.

Lord Lowther and the Hon. Mr. Lyttelton now entered into very earnest conversation with him, which continued for two hours As he was very communicative, and seemed desirous of a very free conversation with these two accomplished young noblemen, they availed themselves of the opportunity, and entered into a review of much of his conduct. We understand that they asked him how he came to commit the impolicy of attacking Spain—the motives for the Berlin and Milan Decrees—the war against Russia—the refusal of the terms of peace offered him before the first capture of Paris, &c. To all these questions we hear he gave full answers, not avoiding, but rather encouraging, the discussion. We hope to be able to give the particulars which ought to be known. They are materials for history.

At the expiration of two hours, Lord Lowther and Mr. Lyttelton took leave of them and went ashore.

His cabin in the Northumberland is fitted up with great elegance. His bed is peculiarly handsome, and the linen upon it very fine. His toilet is of silver. Among other articles upon it is a magnificent snuff box, upon which is embossed in gold, an eagle, with a crown, flying from Elba to the coast of France; the eagle just seeing the coast of France, and the respective distances, are admirably executed.

The valet de chambres are particularly fine men. They and all about him always address him by the title of Emperor.

August 8th.—The Bellerophon, Tonnant, and Eurotas returned to Plymouth Sound. The Northumberland was lying-to off Plymouth, though the wind was fair; supposed waiting for the Weymouth store-ship, which was taking in stores, &c. and was to complete them by the next day.

INFLEXIBILITY OF BUONAPARTE.

The following anecdote is related of Buonaparte by a Member of the French Institute:—" Soon after the arrival of Buonaparte in Paris from the Island of Elba, I called on my friend Savary, Duke of Rovigo, with whom I was intimately acquainted, and told him, I was curious to know what effect adversity had produced on Buonaparte, and whether a residence of ten months at Elba had operated any change in his character and sentiments: to which Savary replied—" *None, none;* that he had still the same extravagant, the same wild projects of ambition, as when he invaded Russia three years ago."

BUONAPARTE'S BULLETINS ON BOARD THE BELLEROPHON.

The seamen of the Bellerophon adopted a curious mode to give an account to the anxious spectators in the boats of the movements of Buonaparte. They wrote in chalk on a board which they exhibited, a short account of his different occupations—" At breakfast"—" in the cabin with Captain Maitland"—" writing with his officers"—" Going to dinner"—" Coming upon deck," &c.

STYLE MERCANTILE.

The following items are taken from a commercial report, published in a distinguished out-port:—

" Provisions are in *very fair request;* the demand for Butter is *animated.* Hams are *dull.* In Lard, *nothing doing.* Flax, is *looking up.* Hemp, hangs on hand. Rums are *stationary.*"

The reporter might add, that many find their paper a rum article.

THE LATE CAPTAIN TAYLOR.

The inhabitants of Brindisi, in Italy, have erected a monument to the memory of the late Captain B. W. Taylor, of his Majesty's ship Apollo, who, with several other persons, was drowned by the upsetting of a boat off that port, in February last.—This token of regard to him has been shewn in consequence of his humanity and kindness to them during two years rigorous blockade of that coast. The officers of the Apollo are also erecting a monument at their own expence in Portsmouth church, as a compliment to the memory of their late commander.

SAGACIOUS CANINE PERSEVERANCE.

It has been stated, that the crew of the Durham packet, of Sunderland, lately wrecked near Clay, Norfolk, were saved by Captain Manby's apparatus for throwing a line over the ship. This was erroneous; Captain Manby's apparatus has not yet been placed at Clay. A faithful dog used his efforts to bring the lead-line on shore from the vessel; but there being a very heavy sea, and steep beach, it appeared the drawback of the surface was too powerful for the dog to contend with. Mr. Parker, ship-builder, of Wells, and Mr. Jackson, jun. of Clay, who were on the spot, and observing this, instantly rushed into the sea, which was running very high, and gallantly succeeded, though at much risk, in catching hold of the dog, who was nearly exhausted, but who had all this time kept the line in his mouth, and which being thus obtained, a communication with the vessel was established, and a warp being passed from the ship to the shore, the lives of all on board (nine in number, including two children) were saved.

TUSKER ROCK LIGHT-HOUSE.

The Light-house erected upon the Tusker Rock was lighted on Sunday evening, the 4th of June last, and will continue to be lighted in future from sun-set to sun-rise.—The light exhibited is upon a revolving principle, embracing three faces, one of which appears refulgent every two minutes; and one of the lights, which is a deep red colour, appears every six minutes.—Tusker Rock is situate off the coast of Wexford, at the entrance of St. George's Channel, about six miles south-east of Greenore Point. The Rock is about 20 feet above the sea at high-water, and the elevation of the Light-house, 125 feet from the base.

PLATE CCCCXLII.

A BEACON on the Bell Rock* was originally projected by the ingenious Captain Joseph Brodie, in the year 1791, and whose many years arduous perseverance, to evince its practicability, was acknowledged by the corporation of merchants and traffickers of Leith in the presentation to that gentleman of a piece of plate. The present lighthouse is situated at the mouth of the Frith of Forth; its base is 42 feet in diameter, and its height 100. It is built on the principles of the Eddystone, but is 23 feet higher than that lighthouse, and has a more extensive base. The first 30 feet is entirely solid. The door is at the top of the solid, to which a kind of rope-ladder is the means of ascent. The stair-case is 14 feet in height, and the remaining 56 feet is laid out in apartments for the light keepers, and store rooms; the light room terminates the building. By the ordinary influence of the tide the sea does not rise more than 16 feet upon the building, but in stormy gales the spray has risen on it to the height of 90 feet. The light is from oil with reflectors, it revolves horizontally, and exhibits from all points a bright light and a red light alternately every three minutes, viz. in each revolution of three minutes there is seen a brilliant light, appearing at a distance like a star of the first magnitude, which, after attaining full strength, is gradually eclipsed, and, after a short interval of darkness is succeeded by a light of a red colour, which, in like manner, increases to its full strength, diminishes, and disappears. This light was first exhibited on Friday night, the first of February, 1811. In foggy weather, two large bells are tolled by machinery, night and day, at intervals of half a minute. There are four keepers appointed, three of whom in their turn, keep watch in the light-room, day and night. The lighthouse is frequently visited, and among the numerous instances we have an account of a party, whom curiosity induced to enter it on the 6th of August, 1814, who were highly gratified with its novel and majestic appearance, and with the singular ingenuity and perfect order of the mechanism, by which the revolution of the lamps, and the striking of the bell are produced; nor were they less pleased on observing how much the comfort of the isolated inhabitants had been consulted, in the neatness and convenience of the different apartments of this sea girt prison, in one of which the party breakfasted, and experienced much civility and attention from the watchmen. Two of them were employed fastening to the rock pieces of wood, of different sorts, in order to ascertain which species would best resist the influence of the sea. In the library, the strangers found the appropriate volume of Robinson Crusoe; and in the Album which is presented to all visitors for the insertion of their names, remarks, &c. they distinguished the following lines, inscribed by the hand of the popular author of the Lady of the Lake :—

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* *Vide* N. C. Vol. xi, 37, 73. xviii, 154. xxii, 361. xxix, 198. xxv, 46. xxvii, 399.

" Pharos loquitur.

" Far in the bosom of the deep,
O'er these wild shelves my watch I keep;
A ruddy gem of changeful light
Bound on the dusky brow of night:
The seaman bids my lustre hail,
And scorns to strike his timorous* sail.
" WALTER SCOTT, July 30, 1814.

The number of visitors, since the erection of the fabric, it appeared, was at that time, 1376.

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* The following query has been submitted, " whether the poetical license can extend so far as to ascribe the passion of *fear* to a *sheet of canvas*?"

CORRESPONDENCE.

A Synopsis of Naval Actions between the Ships of His Britannic Majesty and of the United States, during the late War. [By a BRITISH NAVAL OFFICER on the American Station.]

[Continued from page 40.]

NOW comes the third frigate action; decidedly the best fought of the three. It was between the Java and Constitution;* and took place on the 29th of December, 1812. Like the Guerriere, she was burnt soon after the action. The Java was on her passage to India, with Governor Hislop and his suite on board, and some naval officers and men to join their ships on that station. She was, no doubt, as the Americans say, "fitted out in great style,"—that is, her cabins were elegantly set off; her accommodations for the great folks on board of her were excellent; but her crew which, at this period, when the capture of two frigates successively, by two enemy's frigates, was grieving the nation, ought to have been choice, or at least equal to the crews of our ships in general, was actually composed of the most miserable set of wretches that could be scraped together! Well might one of the American seamen exclaim after the action, "The Java's men are the most raggamuffin set of fellows I ever saw on board a ship of war." Why did not Captain Lambert apply for a better crew? It is said he did; and was told, an East India voyage would make seamen! The fact is, many of his men had never fired a gun before, except in a salute; and those that knew how, were scarcely enough in number to fill the places of captains of guns throughout the ship!

The armament of the Java, as appears by Lieutenant Chad's letter, was similar to the Guerriere's, with the exception of the two bow-port main-deck guns. The broadside, therefore, will be the same. About the number of the Java's men, the two accounts differ. The Americans say, she had 393; Lieutenant Chads, 377. Allowing for any mistake, let us take the mean of the two, and admit there were 385, including crew, supernumeraries, and passengers.

The Constitution's force I have already enumerated: Lieutenant Chads calls her two spar-deck foremost guns, eighteen pounders; Captain Dacres twenty-four pounders. Neither are wrong; for the guns in question are two English long eighteen pounders, bored to carry a twenty-four pound shot. Lieutenant Chads gives the Constitution four more men than Captain Dacres. That is probably correct; for, upon her return from her last cruise, in May, this year, she had 553 on board; although she had just previously declined an engagement with La Pique, 36.

There is a wide difference in giving the amount of the enemy's wounded. Lieutenant Chads says 48; the Americans 25. As in the number of the Java's crew, I will allow for errors on both sides; and fix 36 for our loss in wounded. With the killed then, the relative numbers run thus: British, 124; American, 46. I have no hesitation in averring my belief, that had the crew of the Java been a little more experienced, a different result would have happened, in spite of the vast disparity of force.

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* *Vide* N. C. Vol. xxix, p. 402.

I have omitted giving a statement of the force engaged in this battle, as, with the exception of the two crews, the superiority on the American side is precisely the same as that between the Guerriere and Constitution; to which I refer. In number of men, the Americans exceeded us exactly 5 to 4; with the advantage of having "all picked men," to oppose so motly a ship's company. In this year we captured the Nautilus American brig of 16 guns and 130 men.

The next in order of date, is a second sloop-action; fought on the 24th of February, 1813, between the Peacock brig, and Hornet ship.* I have no British official account to direct me in this affair. It appears, however that the Peacock, having exchanged her carronades by the desire of the captain, when last in an English port, had on board only twenty-four pounders, as admitted by the Americans. As to her complement of men, when we recur to the station she was attached to (the West India), we have a right to believe she was far short, both in number and efficient strength. An account published in the States some months after the action, by some of the officers that belonged to her, mentions her crew to have consisted altogether of 110. The Americans, by drowning 19 of them, and killing or throwing overboard 5 or 6 more, did, I know, swell the number to 134; but as this tale was framed immediately after the action, and the above British account, though subsequently given, was not contradicted, I shall adopt the latter for my guide.

The armament of the Hornet, I take from their own records. Her crew was confessed to have been upwards of 170; many in America have said, 180 odd. I shall be contented with the smaller number, the usual quality of American seamen being kept in recollection. Here then follows a comparison of these two vessels:—

PEACOCK, (rating 18 guns—mounting the same)	HORNET, (rating 16—mounting 20 guns.)
Broadside—8-24lb. carronades—192lbs.	Broadside—9-32lb. carronades—288lbs.
2-6lb. long gun—— 6lbs.	1-12lb. long gun.—12lbs.
——198lbs.	——300lbs.
Besides a small boat-gun.	
Men and boys—110.	Men 170
Measurement—under 380 tons.	Measurement—about (English) 530 tons.

Superiority on the American Side.

In weight of metal } as three to two
In number of men }
In size of vessel—as seven to five.

In this battle, the Americans had evidently the whole fight to themselves: were we to credit all we have heard on the subject, it would appear our brig was not in order to sustain a contest with an enemy's vessel of even rather *less* than her own force, much more with one upwards of a third stronger in guns and men; and in the highest state of discipline and good order. The Americans acknowledge only 5 killed and wounded; and state our loss to have been 38, including some that went down in the brig, at the close of the action. Never was there a finer specimen of marine gunnery than the Americans displayed in this engagement. Against this loss we have to place the capture of the Vixen and Viper of similar force to the Nautilus. The Americans have down in their list, the Duke of Gloucester brig, of 12 guns, taken from us at the surrender of York, on the 26th of April. It is probable she was neither armed nor seaworthy ; as they have made no use of her.

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* *Vide* N. C. Vol. xxix, p. 388.

The next action was between the Chesapeake and Shannon,* fought on the doubly-glorious 1st of June, this year. Long had Captain Broke and his "gallant ship-mates," as he emphatically calls them, sought this meeting. The enemy, confident in his "fine crew," and the superior equipment of his ship, and enebriated with former successes, was, perhaps, not less anxious for battle, though more certain that victory would crown his efforts.

The Shannon's proper complement was 310 ; but the day previous to the action, she got 20 hands out of a recapture ; which encreased her whole crew to 330. The Chesapeak's victualling book contained 389 ; but *lots* of volunteers, to be present at the "glorious triumph,"sallied forth from Boston. These having just come on board for a *frolick*, were not inserted in the muster-roll. I know the Congress frigate, of a similar rate to the Chesapeake, returned into Portsmouth, N. H. shortly afterwards, with a crew of 410 ; therefore, cannot be surprised at the Chesapeake, on such an occasion, having 440, as stated in Captain Broke's letter.†

From persons who went on board both ships on their arrival in port, expressly to take an account of their respective armaments, I am enabled to give the following particulars :—

SHANNON,	CHESAPEAKE,
(rating 38, mounting 48 guns.)	(rating 36, mounting 49 guns,)
besides 1-12lb. carronade 1—6lber. } boat-guns.	besides 1-12lber. on an elevating carriage.
Broadside.	Broadside.
Main-deck—14-18lb. long guns—252lbs.	Main-deck—14-18lb. long guns—252lbs.
Qr.-dk. & Forecastle. } 2—9lb. ditto 18lbs.	Qutr.-deck and Forecastle. } 1-ditto ditto (a shifting gun.) } 18lbs.
8-32lb. carronades 256lbs.	20-32lb.carronades 320lbs.
——526lbs.	——590lbs.
Men and boys, in all, 230	Men, " picked, and volunteers"—440.
Measurement——under——1050 tons.	Measurement—exactly (English), 1127½ tons.

Superiority on the American Side.

In weight of metal, as—nine to eight.
In number of men, as—four to three.
In size of vessel, as—fourteen to thirteen.

Thus, in thirteen minutes from the firing of the first gun, ended the "fairest, shortest, severest, and most decisive action," ever fought between two ships so nearly of an equality, as the Shannon and Chesapeake.

The enemy's ship originally rated a 44, and carried four more guns on her upper deck than she had in the action. But, upon such *forty-fours* as the President, and her two sister ships, being sent to sea, the rate of the Chesapeake was altered to a 36, although even then, larger, and of more force, than any 38 in our service.

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* *Vide* N. C. Vol. xxx, pp. 83. 160. 246.

† To prove the size and sturdiness of the Chesapeake's crew, generally, it is a fact, that the *irons* found on board that ship (which were of the ordinary construction), when applied to the wrists of the prisoners, made many of them wince, and complain of their *tightness* !

The Shannon lost her first lieutenant and several men, after possession had been gained of the enemy's deck, owing to some mistake in shifting the colours. The Chesapeake's loss in killed and wounded is stated by Captain Broke to have been 170. One of the American surgeons estimates it at "about 160 to 170:" therefore the British account is probably correct. The American official account, written by a Lieutenant Budd, is glaringly false in many particulars; so that, if the list of killed and wounded, stated as annexed to his letter, had been published (which was not the case), it could not have been relied upon. The following is a summary of the relative execution done by the two ships:—Shannon's, killed and wounded, 84; Chesapeake's ditto 170. Upwards of nineteen men disabled per minute, proved the earnestness of the combat; and the proportion that fell by the Shannon's guns, proved further that, in this action at least, British powder and shot did not scatter uselessly in the air.

The whole inside of the Chesapeake's bulwarks, fore and aft, was covered with netting to catch the splinters! so much for the *tenderness* of the enemy; his *bitterness* created general amusement in the cart-loads of langridge, iron-bolts, and other *American artillery*, that were exposed to sale at public auction!

[To be continued.]

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A Letter to R. W. HAY, *Esq. M. A. Private Secretary to Viscount* MELVILLE, *on the present State and Condition of the Junior Officers, and suggesting a Plan for their Comfort, Education, and Improvement.* [By a NAVAL OFFICER.]

> "To form Officers and Gentlemen, treat them as such."
>
> NELSON AND BRONTE.

SIR,

IN a conversation I had once the honour of holding with you, with that politeness and affability, so seldom witnessed in public offices, that has secured you the esteem of every officer who has had an interview, you stated the rapid and encreasing accumulation of candidates for promotion to be so numerous, as to render it almost impossible for the Admiralty to provide for them.

I have been informed, Sir, that the list of passed midshipmen amounted to a grand total of three thousand; a number formidable, indeed, but which exists only on paper: a report, I believe correct, has reached me, that the number officially returned by the different captains, including those serving on the lakes, does not exceed eight hundred; a total, indeed, great, but infinitely inferior to the former; to provide for these, and, at the same time, avoid the rapid increase, must be a chief object of their lordships. Four hundred and fifty-five of them have been already promoted, some of whom are the candidates of yesterday; while others, equally meritorious, who have passed for three or more years, have the mortification to see their juniors elevated above them. In the list of fortunate applicants, I have observed the names of some, whose selection does honour to the board; there are others, whose conduct and imbecility disgrace competition: had this number been more carefully selected, it would have included almost all the respectable. While borough interest maintains its influence; while naval commanders continue equally ignorant and haughty, the mean, the servile, and the ignorant, will be preferred to the man who, conscious of superior talents, mixes respect with the independence of principle and honour. The present system of naval education has degraded our officers in the eyes of foreign nations, as well as with the respectable natives of our own. A Moorish barbarity of system renders them servile in early life, austere, proud, and tyrannical, in mature age: to suoport erudition and talent, to encourage literary merit, to foster every tendency to liberal and gentlemanly feeling, ought to be the study of every Admiralty board. Mr. Croker's first rise in life was owing to his literary talents; his poetical epistles, and his letter from Linton, introduced him to notice and celebrity. You, Sir, have also attained the elevated degree of master at arts. With such organs to the public and private offices is it not surprising, that a Hodgskin, whose treatise on discipline contains much to admire, and little to condemn; a Blacquiere, whose letters are an ornament to his profession, and useful to science, should remain old Lieutenants, a Manderson a Commander, or a Hay an old and unemployed captain, exclusive of many other characters, of like endowments; so far have they been from profiting by talents eminently useful; and so fixed is the general impression against men of superior ability, that it is remarked none have obtained rank, who were distinguished by their productions. As a learned man, you may be influenced by the example of Demosthenes, and conceive that his cowardice was the unavoidable consequence of his talents; but was Cæsar the less brave for his Commentaries, or were the other heroes of the classic page less courageous from their language or diction: the man who describes with the fervour of poetic enthusiasm the intrepidity of his comrades, is himself capable of similar exertions; he that is remarkable for energy of diction, or of thought, will more justly appreciate those of others, and will have a stronger excitement to honour; the fear of shame, and its consequent disgrace is increased by the elevation of his mind. With the French, military talent and literary attainments have a near connection; all their best historians are military men; to them we are indebted for the best treatises on war, and the most energetic accounts of campaigns. In the navy, our best commanders are remarkable for composition and style; the official letter of Sir Philip Broke assures us, that the result of his action arose from an exalted superiority of talent.

An attention to dress humanizes the service; no measure ever had so salutary an effect, as the improvement in the uniforms, by the addition of epaulettes; it infused a sense of respectability, it amalgamated by the chemical operations of the mind, the metal without, and encreased the sterling within; many who were formerly found in the worst pot-houses, careless of their society, will not now thus degrade the brilliant appendage; a system liberal and correct would promote such feelings. The lieutenant and midshipman, who are subject to the vilest abuse from their superiors, suffer a mental degradation, that in time unfits them for their situation; the spirited and gentlemanly officer seldom dares to bring his superior to a court-martial, or call him to a private account; the first stops his promotion, the latter ensures him a disgraceful end. All this, Sir, arises from general prejudice and opinion, and that opinion from a still more general ignorance: from these causes, the disgraceful scenes too prevalent in our sea-ports, the continual court-martials, and the vulgarity of our manners, are most incontrovertibly owing. To obviate these improprieties, and reduce the number of candidates within the necessary demand, is not difficult; the accomplishment depends entirely upon a proper and regular system, patronized by the Admiralty. The number of midshipmen in each ship are much superior to the demands of duty: the following statement shews the present number, and those absolutely necessary:

		Mates.	Mid.		Mates.	Mid.
Ships of	100 guns	6	24	reduce to	4	12
	98	4	20	......	3	10
	74	3	16	......	2	8
	50	3	12	......	2	7
Frigates of	38	2	8	......	2	4
	36	2	6	......	2	4
	24	2	4	......	1	3
Sloops	....	1	2	......	1	2

This calculation is exactly proportioned to the general details of duty in each rate: thus the smaller ones retain a greater proportion from the increased activity of service, and as a better school of tactics. Previous to every young man's entry into the service, he should sustain a preliminary examination before the governor and professor of the naval college, or officers selected from half-pay, at the different sea-ports, or at London; for this additional trouble full pay might be allowed. This examination at the naval college would tend to excite competition. Certificates of superior attainments in the classics, French, Italian, or German languages, might be granted, and transmitted to the Admiralty, who could at all times employ the officers thus qualified, for special services, or on stations where such knowledge might be necessary.

The power vested in the different captains, of appointing their midshipmen, has probably been the most abused. Numbers of improper men, sometimes from the worst classes of foremast men, have been thrust into the society of gentlemen; this has contributed more than any other cause, to that vulgarity of manners and ideas but too common; undoubtedly, many respectable officers have been before the mast; but I much doubt whether the service might not have been deprived of their exertions without injury. A favourite quarter master, coxswain, or *cabinet maker*, are generally selected; these men, athletic, powerful, and overbearing, soon acquire an influence highly injurious with their weaker, and more youthful companions; the oaths, vulgarities, and abusive language of the forecastle, the pugilistic contests of blackguards, the servility of mental cowardice owe their introduction to this class. It has been remarked, and with justice, that the early impressions of youth are the most lasting; it is from this cause we so frequently find the descendants of noble families vying with the vulgar in the meanest debauchery, and the still more ruinous vice of drunkenness. Few captains are anxious for the improvement of young men committed to their care, and still fewer are qualified for so important a charge: many, from misplaced ideas of service, abandon them to the caprice of their lieutenants, often still more unfit, and frequently jealous of the talents or interest of the younger officer. Some captains have, indeed, from an easiness of temper, the character of very good men, the literal interpretation of which is, good for nothing: the prospects of valuable youths are more frequently destroyed by this class, than even the most rigid disciplinarians; their easiness arises from indolence; rouse them from this, and they are too often the most inflexible and oppressive. I know a young man of great mental talents and personal courage, who was confined for five months on board a line of battle ship, in a narrow harbour; the captain, a man bearing the character of great good nature, having determined to compel him to apologize to the senior lieutenant; the latter, from a natural malignancy of disposition, had grossly insulted him without the shadow of a cause. The most striking feature of this commander's character was, a great mental imbecility, and a total want of that firmness necessary to ensure justice, united to a constitutional apathy and indolence, mistaken by the ignorant for more generous qualities; he was sensible of the justice of his midshipman's resistance, but he was little interested in his happiness, and totally devoted to his own ease. The senior lieutenant, a son of a nobleman's valet de chambre, and educated with his servants, had all the art and cunning derived from early society, matured by practice. He failed in procuring an apology, and oppressed his opponent by means alike subtle and ignominious; the latter, disgusted, resigned an interest and patronage, not retainable by honour. Many of the eminent disciplinarians affect great attention to the selection of their quarter-deck; a passive temper, and great patience under abuse, are almost always preferred, though the object may be deficient in every good quality; a sense of former misery too often hardens the heart; the lately elevated lieutenant oppresses his mess-mate of yesterday; a series of mutual kindnesses probably for years, does not secure him. I have scarcely ever known a naval friendship stand the test of promotion; it is the same in the higher ranks. The midshipman of the present day is exposed to the punishment, of all others, the most disgraceful to a feeling mind—*corporeal ones.* To the generous and elevated mind death is more welcome, and it is this class that are more frequently exposed to it; great talents and great eccentricities are closely connected, they excite jealousy, and produce oppression; a revengeful mind, when driven to distraction, will destroy his oppressor; a generous one commits suicide in despair. The death of Captain Balderston is a proof of the former; the late self-immolation of a young man, in a sloop of war brig, when on the point of being tied up, confirms the latter: in this instance, the unfortunate sufferer was, by nature, birth, and education, much superior to the man who disgraced himself by the infliction. Great part of the most unpleasant boat-duty is performed by gentlemen, and might be easily, if not more correctly, transacted by the coxswains. A similar routine with that of the sergeants and corporals of marines, degrades them almost to a level: does a captain or lieutenant wish to procure an infamous prostitute from the shore, or return her to it, a midshipman, probably of the most respectable family, is compelled to perform the office of a pimp; some have been ruined in the service for refusing, while many, with more convenient feelings, reconcile themselves to it by the forms of service it assumes. Is it from such a school that liberal and enlightened officers are to be derived; do not the facts daily brought before you prove, that a change would not be innovation but improvement.

We have already spoken of the preparatory examination;—let them, on passing it, be placed on board for the first two years, as garde marines, or volunteers of the first class. Make it a specific point of the naval instructions, that they should not be punished corporally; the power of reporting them is more than sufficient for the purposes of discipline. During this noviciate, they should be employed in the most active duties aloft, kept separate from the ship's company, and treated as gentlemen: the chaplain will complete them in the proper elements of science. The duty of a gunner occupies so small a portion of time, that a considerable part of it might be devoted to their instruction in seamanship and gunnery: there are many respectable men in this class, who would gladly undertake it for a small annual sum, to be paid by the young gentlemen; a promotion to a larger ship on the production of a proper certificate from the captain, would ensure his attention. If this arrangement should take place, considerable attention must be paid to the examination of this officer, whose promotion ought entirely to depend upon his abilities and demeanor. On the completion of the two years service, the Admiralty might fill up the vacancies in the class of midshipmen, either from the recommendation of the captain, or an examination before a captain, lieutenant, and master, or both; in either case, the best recommended, or best answerers, should have the most eligible appointments, with the rank of ensign and second lieutenant of marines, and a proportional pay and half-pay; the most skilful to be selected for the rating of master's-mates, ranking with lieutenants in the army, and an encreased allowance; the comparative gradations of the services would then be complete, the difference of expense will be nearly covered by the reduction in numbers. Should their conduct be improper, a court-martial, consisting of a captain and four lieutenants, selected from a pannel of twelve, with a challenge of four on each side, might be vested with a power of inflicting any punishment not capital: the last, in all cases, to be reserved for a higher tribunal.

This system, in its different details, would greatly encrease the Admiralty patronage; encouraging subscription libraries, and supplying them with the best tactical works, would materially improve them: the introduction of the Lancastrian system, by Captain Hillyar of the Phœbe, was attended with considerable success; were it more general, we should not have hundreds of warrant-officers in charge of stores, who could not write. A considerable prejudice exists in the minds of some officers against the men being enlightened: this arises from the consciousness of self-ignorance, and worthlessness; no man of information or parts ever feared it. Much of it was caused by the nefarious conduct of the high-bounty men, who fomented the mutiny of 1797; had the seamen been better informed, those men, generally the cast-outs of a scrivener's office, would not have attained an influence attended with such consequences. It is an axiom, that rational knowledge is the best support of good discipline: from the best-informed men, divisional and watch corporals, with quarter-master's pay, might be selected; the duty of those men would be, keeping the clothes-station, and watch-bills, mustering them under the superintendance of the lieutenant, and midshipmen, preserving quiet between decks, and at night, finally performing all the functions of an active internal police: such of them as were seamen, should fill the higher situations of warrant officers, if properly qualified: greater authority should be placed in the hands of the divisional captain of the watches, who are often expected to perform a duty in which they are not supported. All the other duties of midshipmen, as necessary to their improvement should be strictly enforced, to complete them for their final examination, an object very much abused, but of the utmost importance; so unjust has the late plan been, from diffusing the power in so many hands, that success is no longer honourable, disgrace misfortune. Where small squadrons are collected, the abuse increases: in an instance which occurred in the Adriatic, the law-forms were omitted, the midshipman never even saw the captains who signed his certificate. Since the peace, it has been customary to inquire more into the lineage and connections, than the talents, of the candidates.

Stationary examinations at the sea-ports may reform this evil: at Portsmouth the professor of the naval college, senior master attendant, and the admiral's flag captain, would be the most proper; suitable officers may be nominated at the other ports. Abroad, the senior captain to the admiral, master of fleet, or master, and the senior chaplain qualified as schoolmaster; a knowledge of marine surveying and fortification; every part of the mathematics necessary to naval men; the lunar observations, and sound practical seamanship, may form the basis: superior qualifications to be enquired into and reported. To insure impartiality, the examiners might be subject to oath, as in cases of surveys; the strongest excitement to exertion is promotion. Seniority as lieutenant to take place from the day of examination: sufficient influence will remain with the board in the distribution of appointments, and the subsequent promotion to the rank of captain; the number of candidates will then never greatly exceed the necessary demand. I have thus endeavoured, Sir, to give you the outlines of a plan subject to the most important improvements; I might have enforced it with facts equally undeniable and inexcusable. With the most ardent zeal for every thing that can promote the welfare, and above all the respectability of the service, I wish not to expose the worthless. It was the opinion of the enthusiastic Nelson, and it is the practice of Sir Thomas Staines, that the only way to make officers and gentlemen is to treat them as such.

On looking at the navy list, I observe, with regret, that those midshipmen who, twelve months since, were sent, on the Admiralty list, to foreign stations, are not included; several of them have been long acting; it is, therefore, an affair of honour, that they should be confirmed with seniority, as they have the earliest claim; it is also a long and positive custom in all general promotions. The length of passage, the expence, injury to health, and the hopes they have been inspired with, as well as the confidence reposed in the honour of Lord Melville, require, and must enforce it.

With still greater regret, I have lately seen an order, issued in 1812, requiring captains to report in the quarterly returns, the abilities and characters of their acting lieutenants; were those commanders all the most amiable and sensible men, which many are not, it is placing a power in their hands, oppressive, impolitic, and injudicious; the situation of an acting officer is already most unpleasant, if he commits an impropriety, try him. It is my lot to be acquainted with a commander, who, without either congenial capacity, talent or intrepidity, has, by the intermarriage of his family, attained almost the highest honours and rewards bestowed on his rank; violently abusive in his language, he unites the pride of ignorance, the hauteur of stupidity, and the litigious prevarication of an attorney's clerk. This man has an acting lieutenant, every way his superior, in mental attainments, honour and courage; to compare them would be an act of the most violent injustice; from a mean jealousy of the latter, who possesses much of the spirit of chivalry, from a resistance, on his part, to language unproved, ungentleman-like, and abusive, it is inconceivable what the junior officer has suffered: I will suppose, for a moment, that this man should exert the privilege imparted to him, sanctioned by his connexions: it might be received and attended to: a worthy and promising officer, who has fought infinitely better, and oftener than this captain, would be driven from the service with ignominy: *alas; is this justice!*

I will now take my leave. As the Mæcenas of a naval Augustus, you may do much; as a man of letters, your habits should incline you to it: if you have not influence, you enjoy confidence. Ten years of warm service have convinced me, that it is almost impossible for a sensible man to be a coward; information and reflection, if constitutional courage is wanting, will supply its place, from the *terrors of shame.* Unsupported ignorance, flies from the field of battle, and the contest.

Where in promotions no injury is done to patient merit, or suffering weakness, such instances only excite a mere momentary surprise, the best affections of humanity, not being interested in the case; but when they are once roused by any peculiar circumstance of hardship, and the reward of transcendent or extraordinary merit cannot be urged in its extenuation, that surprise is converted into indignation. Of the truth of this observation the country has often felt the experience; the lords of the Admiralty will avoid the continuation of such a system, be the interest of the object ever so great or so powerful.

A Friend to Naval Honour.

MR. EDITOR,

THE Island of St. Helena having excited considerable interest as the place of Buonaparte's future residence, I send you the following particulars, conceiving they may be, at this time, particularly acceptable to the generality of your readers :—

SAINT HELENS, or ST. HELENA is one of the African Islands in the south Atlantic Ocean, situated to the westward of the Cape of Good Hope, in the 16th degree of south latitude, and in longitude 6° 30′ W. In the reign of Emmanuel king of Portugal, and in the spring of the year 1497, three ships were ordered to be equipped for a voyage of discovery; the chief command of which was given to Vasquez de Gama. These ships were, the St. Gabriel, commanded by Vasquez; the St. Raphael, commanded by his brother Paul de Gama, and the Berrio, commanded by Nicholas Coello. On the 16th of July, 1497, they set sail, attended by a little bark laden with provisions.

The first island they discovered was this, the bay of which they entered on St. Helen's day, and thence named it Angra de Santa Elena. Accounts vary both as to the year of its discovery, and the state of the island at that period; some affirming it to have been first touched at by the Portuguese, in 1501, others, 1502, and that it was uninhabited; this must have been by some subsequent navigators: De Gama's account says that it was inhabited by blacks, ill-favoured, and of small stature ; that when they spoke, it seemed as if they sighed ; that their arms were oaken staves, hardened by fire, and pointed at the end with the horns of beasts; and that they were clothed with beasts skins.

It is so high and hilly, and of so steep ascent from the sea, that it was a saying there, " A man may chuse whether he will break his heart going up, or his neck coming down." There are no other islands between it and Madagascar, than the Islands of Diego Alvarez, and Tristan d'Acugna or Acunha. About 700 English miles to the north-west of St. Helena is the Isle of Ascension, also named from the day of its discovery.

The Dutch were subsequently in possession of St. Helena, until the year 1600, when they were driven out by the English. In 1673, the Dutch again got possession of it by surprise ; and, in the same year, Captain Munden regained it for the English. It was at this time that the Dutch fortified the landing place ; but a narrow creek had been discovered where only two men could creep up abreast, and by this passage the English climbed the rock in the night and in the morning appeared behind the Dutch batteries ; and thus effected the recapture of the island. This pass has been since fortified.

The greatest length of St. Helena is said to be about eight miles, and its circumference about twenty. There are some high mountains, the chief of which is that called Diana's Peak, covered with woods to the top. The island is held by the East India Company. The following animated and picturesque description of the interior of St. Helena is given by Mr. Johnson in his Oriental Voyager :—

"Being anxious to explore the topography of this interesting island, we started from James-town at day-light, having provided ourselves with small but steady-footed horses: we commenced our tour by ascending Ladder-hill ; a precipice, which, at first sight, seemed designed by nature as a barrier that would ever defy the human race to scale. Yet human industry has, by incredible exertions in blowing up the rock, formed a zig-zag path to the summit. About mid-way we stopped to take a view of the town, which, from this height, appears in miniature. Looking upwards, what a contrast ! who, without emotions of terror, can behold such gigantic projections of rock hanging over him in so loose and disjointed a state, that the excited imagination paints them in the very act of precipitating themselves headlong from the horrid steeps ! Accidents of this kind frequently happen after rains, by the wild goats climbing along the edges of the precipices, and loosening small pieces of rock, which, rolling down, displace others still larger, till at length whole torrents of them come thundering down into the valley.

"On this account, no person is allowed to keep tame goats on the north side of the island, and a premium is given for shooting wild ones. On Ladder-hill are mounted 22 or 24 pieces of cannon : some ranged along the brow of the cliff that overhangs the town, and others along that which overlooks the roadstead. Six or seven of these are mounted on depressing carriages, so as to fire right down into the town and roads, thereby completely commanding those places. The rest are mounted on common carriages, and serve the purpose of a saluting battery. Over these precipices few of us dared venture to look.

"From hence we proceeded to High Knoll, over a tract that seemed the very emblem of sterility ; every step we ascended presenting new views of rocks and mountains, congregated on each side in the wildest order, and without exhibiting an atom of vegetation ! Such is the prospect when within a few paces of the summit of High Knoll, and which is finely contrasted by the glassy surface of an immense expanse of ocean, which the great height of the place (about 2000 feet) enables the eye to survey.

"We now ascended the tower on the top of the Knoll, which we no sooner gained, than all this rude but majestic scenery vanished like a magical illusion, leaving the eye to range over a series of beautiful vallies, groves, and lawns, verdant as the spring, and affording luxuriant pasturage to the flocks and herds that strayed among them. Throughout this prospect were interspersed small plantations, gardens, and handsome little country houses; the whole surrounded by a lofty irregular ridge of hills and precipices, that formed a grand outline and striking contrast to the picturesque scenes they inclosed. Here our attention was chained for some time, when, descending the south side of the Knoll, which is rather steep, we arrived at the governor's country residence, called Plantation

House. It is situated on the side of a pleasant little valley, with small plantations and gardens adjoining; and commands a very fine prospect of the sea. Its situation, however, is much inferior to many which we afterwards saw, but is probably preferred on account of its proximity to the town.

"Our road now took a winding direction along the declivities of little hills, whose green sides sloping down to the sloping valley on the left, formed a number of little glens and dales, from whose beauty one would be almost tempted to pronounce them the favourite haunts of fairies. We could not help stopping at every turn of the road to admire this interesting landscape, whose prominent features were perpetually varying, from the different points of view in which they were seen. After a pleasant ride of about an hour, we came to Sandy Bay Ridge, over which we were to pass, in our way to the bay of the same name. When near its summit, we halted for a few minutes, in order to take a farewell look at the northern prospect, not expecting to see any thing like it on the island again. What then, must be our surprise, when, mounting the ridge, a scene burst upon our view, as much superior to the one we had so reluctantly left, as that one was to the dreary tract we had first traversed! But I shall not attempt to give a description of it. Had Dr. Johnson, when writing his *Prince of Abyssinia*, been seated on Sandy Bay Ridge, he might have described from nature a valley more beautifully romantic than even his own fertile imagination has been able to form for young Rasselas. Nature must certainly have been in one of her good-humoured and whimsically creative moods, when she formed this bay, and indeed St. Helena altogether; for she has here strewed the sublime and beautiful with a hand liberal, even to profusion, though in a very small space. It would not, perhaps, be too poetical an idea to suppose, that Nature, after finishing her great work, had retired to this solitude in the ocean, to construct, at leisure, a favourite scene, that would exhibit in miniature, an assemblage of all the various features which she had scattered promiscuously over the rest of the globe."

If this be a true picture of the island (and I have certainly no reason to doubt it), omitting any notice of the sufferings of British prisoners of war, if we only advert to those of the British *detenus* under the unprecedented tyranny of Buonaparte, it surely must be acknowledged that the retribution is sufficiently light which assigns him such a place of residence, with the means of enjoying all the pleasures it can afford. But security for the future is the sole object of his conquerors—vengeance, or *reaction*, to use the modern phrase, is left to heaven and his own conscience; the question, therefore, is, are the means adopted adequate to the safety required: with respect to the natural barriers of the place, they are generally considered evasible by those who have formed their judgment on personal investigation: there is also an instance in point, related in the seventh volume of your Chronicle, from which I will extract so much as may be necessary to shew in what manner the escape was, in that case, effected, without extending it to the subsequent sufferings of the parties, which were wholly the consequence of their unprovided condition:—

"In June, 1799 (says the narrative of John Brown, upon oath), I belonged to the first company of artillery, in the service of this garrison, and on the 10th of that month, about half an hour before parade time, M'Kinnon, gunner and orderly of the second company, asked me if I was willing to go with him on board of an American ship, called the Columbia, Captain Henry Lelar, the only ship then in the roads; after some conversation I agreed, and met him about seven o'clock at the playhouse, where I found one M'Quin, of Major Seale's company, another man called Brighouse, another called Parr, and the sixth Matthew Conway.

"Parr was a good seaman, and said he would take us to the Island of Ascension, or lay off the harbour till the Columbia could weigh anchor and come out. We went down, about eight o'clock, to the West Rocks, where the American boat was waiting for us, manned with three of the American seamen, which took us alongside the Columbia. We went on board—Parr went down into the cabin, and we changed our clothes after having been on board half an hour.

"Brighouse and Conway proposed to cut a whale-boat from out of the harbour to prevent the Columbia from being suspected, which they effected, having therein a coil of rope and five oars, with a large stone she was moored by: this happened about eleven at night.

"We observed lanthorns passing on the line towards the sea gate, and hearing a great noise, thought we were missed and searched for. We immediately embarked in the whale-boat, with about twenty-five pounds of bread in a bag, and a small keg of water, supposed to contain about thirteen gallons, one compass, and one quadrant, given to us by the commanding officer of the Columbia; but, in our hurry, the quadrant was either left behind, or dropped overboard.

"We then left the ship, pulling with two oars only to get ahead of her, the boat was half full of water, and nothing to bale her out; in this condition we rowed out to sea, and lay off the island a great distance, expecting the American ship hourly.

"About twelve o'clock the second day, no ship appearing, by Parr's advice, we bore away, steering N. by W. and then N.N.W. for the Island of Ascension, using our handkerchiefs as substitutes for sails. We met with a gale of wind which continued two days, the weather then became very fine, and we supposed we had run about ten miles an hour. M'Kinnon kept a reckoning with pen, ink, and paper, supplied by the Columbia as also charts and maps."

With this possibility of escape before us, we must rely wholly on the vigilance and fidelity of those to whom the custody of Buonaparte's person has been entrusted, and the orders by which their treatment of him is to be regulated.

I am, Sir,

Your obedient servant,

R. M.

HYDROGRAPHY, PILOTAGE, &c.

AFRICA.

ST. HELENA.*

ST. HELENA is situated in the southern Atlantic ocean, in the strength of the S.E. trade, but it is not the island most distant from its nearest continent of any in the known world, as has been said; for, exclusive of the islands in the Pacific ocean, St. Paul's, Kerguelen's, Tristan da Cunha, and others, are more distant from the continents than St. Helena. Before the general use of chronometers and lunar observations, navigators were directed, in running for St. Helena, to fall into its parallel 50 or 60 leagues eastward of it, to lie by in the night, and steer west in the day till they make the land; this practice is no longer requisite. Most of the East India ships, homeward-bound, steer a direct course from the Cape to St. Helena, and make the island day or night; as they now generally know the longitude within a few miles of the truth, there can be little danger of missing it, although this may sometimes happen, the body and leeward part of the island being frequently enveloped in fog clouds, particularly in the night. Should a ship, in such case, fall a little to leeward, she will seldom find any difficulty in working up to the anchorage, unless she sails indifferently upon a wind, for the current seldom runs strong to leeward near this island; this, however, sometimes happens, when the trade blows strong, with squalls, for a few days, which is sometimes experienced about the full and change of the moon, but this lee-current is generally of short continuance. In times of war, when any of the enemies' cruisers visit St. Helena, they keep to the eastward and south-eastward of it, at the distance of 15, 20, and 25 leagues; single ships, which sail well, would avoid these cruisers, were they to make the island bearing from N.N.E. to E. or S.E. and afterward make short tracks under the lee of it, till they reach the anchorage. I have seen store ships from England make the island bearing E.S.E. which was directly to windward of them, at the distance of 15 or 18 leagues; they sailed indifferently, but reached the anchorage the third day after making the island.

St. Helena is about three leagues in length, nearly N.E. and S.W. of a circular form, about 26 or 27 miles round. The steep rocky cliffs facing the sea present a sterile and unfavourable appearance to an observer in sailing round the east part of the island, but the chasms or vallies in the interior, and likewise the hills, are fruitful, and clothed with continual verdure, except in very dry seasons, when it is sometimes burnt up for want of moisture. The principal ridge of mountains in the centre of the island is called Diana's peak, and is about 2200 feet high. Nearer the S.W. part there is a hill of a conical form, called High Peak, about 50 feet less elevated than the former. On these hills, and on the high grounds, the air is always cool and pleasant; fog clouds frequently cover the Peaked

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* See N. C. vol. vi, 157; vii, 150; xiv. 194; xix, 121; xxvi, 400.

Hills, or being driven from the sea by the trade wind, strike against them producing gentle showers, which quicken the vegetation, and cool the atmosphere on the high grounds, although in the vallies on the leeward side of the island the sun is often very powerful. There is very little level ground on this island, for it evidently appears to have been forced upwards from the ocean by a subterraneous fire; the abrupt ridges and chasms into which it is split seem to prove this origin, and the effects of amalgamation by fire are visible from the summits of the hills to the cavities formed by the abrasion of the surge of the sea at the water's edge.

Thunder is seldom heard at St. Helena; lightning has been at times observed in cloudy weather, accompanied by a sultry atmosphere; showers of rain are experienced in all seasons, but in some months more than others. A few years back a heavy condensed cloud broke on the mountain over Rupert's valley, deluged it with a torrent of water, and carried a great part of the breast-work and some of the guns into the sea, although this valley is generally dry, there being no run of water in it, except in heavy rains.*

At the north-east extremity of the island there is a pyramidal hill close to the sea, called the Sugar-Loaf, with a signal post on it. At the base of this hill there are three batteries, at a small distance from each other, called Buttermilk, and Banks's upper and lower batteries; a little to the south-west of these Rupert's Battery appears, at the bottom of the valley of this name, which is a strong stone wall and battery, mounted with heavy cannon, and Munden's Point divides this valley from James's, or Chapel valley, where James's town (the only one on the island) is situated. On Munden's point there is a fort of the same name, and several guns placed on the heights over it, which command that side of James's valley. This valley has on the south-west side a hill, elevated nearly 800 feet perpendicular from the sea, called Ladder hill, with a heavy battery of guns upon it, that commands the south-west entrance to the valley and anchorage. James's valley is also protected by a wall, and strong line of cannon at its entrance close to the sea. There is also a battery at Sandy bay, on the south side of the island, where boats might land when the surf is not great; but this and every other part, where there is a possibility of landing, are well secured by batteries or guns placed on the heights over them, and on the summits of the hills there are convenient signal-posts all over the island, which communicate by telegraph with each other and with the castle, which add greatly to the natural strength of this elevated rock. When a ship is descried, a gun is fired at the signal-post where she is first seen, and this is repeated by the other posts to the castle, which is called an alarm; if more ships appear, a gun is fired for each, till five in number, then the signal is made for a fleet; but if more than two sail appear to be steering together for the island, a general alarm is beat, and every person immediately takes the station assigned him, and remains under arms till the governor is informed by the boats what ships they are.

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* Hitherto the inhabitants of this island have escaped that dreadful scourge the small-pox, but the measles were transported by some ship to this place in 1806, which have swept away nearly one-third of the natives.

All ships coming in to the eastward, heave-to before they pass Sugar-Loaf point, and send a boat with an officer to report them. The boat is [illegible] hailed from the battery at Sugar-Loaf point, but she must proceed to James's Town, to give the governor information, before the ship is permitted to pass the first battery at the Sugar-Loaf. Ships of war and all others must observe this precaution, or the batteries will open upon them and shut them out from the anchorage, which is well defended by the forts and batteries around.

When the boat is perceived returning, a ship may make sail, and pass within a cable's length or less of Sugar-Loaf point ; she should afterward keep the shore close on board in passing Rupert's valley, with the head-sails braced well formed, as the gusts of wind from the high land veer several points, and may take the sails aback if precaution is not taken to prevent it. When past Rupert's valley, Munden's point ought also to be kept pretty close to ; but care must be taken to avoid the sunken rock lying off the fort, about 30 or 40 yards from the point—on which, by borrowing close to the shore, the Lascelles, Fox, and other ships have struck, and were nearly lost. For several years past there has been a small buoy with a red flag placed over this rock. When Munden's point is passed, James's valley and town appears, off which is the proper anchorage. There are no soundings to the eastward of Sugar-Loaf point, till close to the steep cliffs. The bank of soundings begins off Rupert's valley, and extends along the north-west side of the island to the south-west extremity, called Horse-Pasture point. Lemon valley is about two miles to the south west of James's valley, and has a run of good water in it ; but it is difficult to water at this place on account of the surf and rocky shore. Ships do not anchor off this valley, it being distant from the town. Abreast of Rupert's valley they sometimes anchor, but the ground is not so good as abreast of James's valley and Ladder hill ; here the bank extends about a mile from the shore, shelving with a steep declivity, when the depth is more than 40 fathoms. It is not prudent to anchor in deep water near the edge of the bank, for the gusts of wind from the valley are liable to start the anchor when a ship lies far out ; should this happen, it would avail nothing to let go another anchor, for the steep declivity of the bank would prevent it from taking hold of the ground. This I have seen several ships experience, and drive off the bank with two anchors down, and all the cables veered out, which occasioned great exertion and fatigue to recover them, and afterwards to work up to the anchorage.

Should a ship anchor in 35 or 40 fathoms water, and the anchor not hold, all the cable may be veered out to make her ride, if possible, till a convenient opportunity offers to warp farther in ; but a second anchor should never be resorted to, for if she will not ride fast with one, it ought to be hove up, then sail set, to work her in by short tacks, under lee of the island, till she gains proper anchorage.

Abreast of James's valley the anchor may be dropped in from 8 to 15 fathoms, with the flag-staff on the castle in James's town S.S.E. or S.E. by S. The anchorage is equally good off the east corner of Ladder hill, or abreast of it, with the flag-staff about E.S.E. If a ship anchors in less than 14 fathoms off Ladder hill, she should be kept at a short scope of cable till a kedge or stream anchor is laid out in the offing to moor by, for light eddy winds and calms prevail under the hill; she may therefore be liable to swing with her stern in shore and tail on the rocks, if there is much cable out, and the anchor under 14 fathoms. In weighing from under the hill, the inner anchor must be first taken up, to prevent tailing on the rocks, which has happened to the Melville-Castle, and to some other ships. Ships generally moor with a stream or kedge anchor to the offing, and sometimes with a bower anchor; those in the stream of the valley seldom swing with their sterns towards it, for a continued breeze and frequent gusts of wind blow from it to seaward.

When the wind is light the ships swing with their heads to the eastward and westward alternately at times, this being the effect of a current or sort of tide; but this tide is very weak, and the rise and fall on the shore at full and change of moon is not more than two or three feet perpendicular.

James's-town is situated in the entrance of the valley, almost obscured by the impending rocky mountains enclosing it; a row of trees behind the ramparts, and another behind the governor's house, give it a pleasing appearance; the houses are neatly built on each side the principal street, which lies in a direct line up the valley; higher up there is a long walk between two rows of trees, having an enclosed square on the left side, and terminated by a garden belonging to the company. There is a run of water in James's valley, proceeding from a small run on the left hand side, and from a water-fall which pours over a concave precipice about 200 feet perpendicular, into an antient volcanic crater at the head of the valley. Water cresses are often plentiful about the edges of this run of water, and are very serviceable to ships whose crews are scorbutic.

On the right side of the valley a zig-zag road has been cut out with great labour for ascending Ladder hill; persons on horseback and carts can pass up and down it with safety. This road leads to the governor's country house, and to the south-west parts of the island.

On the left side of the valley there is a good carriage-road called Side Path, which leads to the interior, and to the eastern parts of the island; other cross-roads join these two, and lead to the various plantations. The interior forms a beautiful contrast to the rugged steep cliffs which surround the island; for here in every valley, small houses and gardens are seen with excellent pasture, and sheep or cattle feeding in different places.

Near the east side of the island, the plantation called Long wood, contains the greatest quantity of level ground; there is a considerable space planted with trees here, but a scarcity of water prevails.

The water that supplies the garrison and shipping, is conveyed by leaden pipes from a spring in the valley, distant more than a mile from the sea. These pipes lead the water to the jetty, where there are two cranes for boats to load with goods or water casks, or receive stores from the shipping. Fire-wood cannot be had in any quantity, furze being the principal fuel of the islanders and is brought from a great distance by their slaves. Cabbages, potatos, carrots, turnips, and other vegetables, and fruits thrive well, but are sold dear, and not in sufficient quantity to supply half of the shipping which at times anchor here to procure water and refreshments. All the vegetables are cultivated by the slaves, who are indolently inclined. Were one or two industrious farmers or gardeners to use a small plough or two for planting a few acres with cabbages, turnips, carrots, and potatos, in some of the valleys where the soil is good, the supply of these useful vegetables would then be sufficient for all the scorbutic crews of ships which annually visit the island, and produce most beneficial effects; and these articles might be easily conveyed from the interior in light open-made carts, whereas at present what is cultivated is carried by the slaves. The quantity of ground requisite for this purpose would be so small, that it could not be considered as diminishing the pasturage for the cattle, which every where abounds.

Cattle are reared for the use of the Company's ships, and supplied to them very sparingly when a fleet arrives, the quantity reared not being adequate to the demand; a greater number it seems cannot be reared, for in very dry seasons the pasturage has been sometimes destroyed, and numbers of the cattle have died. The troops live mostly on salt provisions brought from England, and on fish, with which the shores abound. Poultry is generally very dear, and frequently not to be had. A few hogs may at times be obtained at a high price, which, with a few bushels of potatos,* are almost the only articles procurable when a fleet has recently departed, or is lying at the island.

During the time a ship or a fleet remains at St. Helena, the passengers are entertained as boarders by the most respectable of the inhabitants, at a guinea per day for each person.

James's-Town is in latitude 15° 55′ S. In the third edition of the *Requisite Tables* it is marked in longitude 5° 43′½ W. By means of 32 sets of ⊙ ☾ ✱'s I made it in 5° 36′½ W.* Captain **Mortlock**, by many sets of lunar observations, made it rather less.

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* Most of the tropical fruits, as well as those found in Europe, thrive well in St. Helena. There is a valley near the south-east part of the island, having a run of water through it, which issues from the east side of Diana's Peak. An orchard of apple-trees thrives here in a remarkable manner, the branches being loaded to the ground with fruit; and on the same tree the blossom is seen, and the apple, in all the different stages, from its first formation till it is ripe and falling to the ground: some of these have a flavour equal to good English apples. The soil of this orchard is a rich black loam. On one side of this valley the soil is ten or twelve feet deep, sloping down with a considerable declivity; deep ravines are formed in it by the rains, which wash great part of it down into the valley; and although this soil appears good, there are no means used to cultivate the ground in this part, or to prevent the soil from being washed away, which might easily be done.

The tallow-tree is the only one in the island that appears indigenous; several of these grow on the hills, and a copse of them is situated at the south-west part of this remarkable rock.

The variation near the island in 1800, was 16½° W.

Abstracts and Remarks on Passages to and from St. Helena.

From St. Helena to England the passage with a fleet is generally about two months, or seven weeks in a single ship that sails well.

From this island to the Cape of Good-Hope the passage is about a month. The Georgina was 26 days making it in November, 1798; in February, 1799, she was 28 days; and in April and May, 32 days completing the same passage.

From Cape Good-Hope to St. Helena, the passage may be estimated at 13 days; it is frequently performed in 10, and has been accomplished in 8 or 9 days.

The Georgina departed from St. Helena, September 18th, 180 , and carried the trade and N. Easterly winds to latitude 30° S. longitude 49° W. On the 13th October, she entered the River Plata, with light variable winds, and showers of rain. She grounded on the banks nearly in sight of Buenos Ayres on the 19th, but soon got off without damage, the bank being soft mud where she grounded. Her boat was sent to a brig for information, and detained; soon after the Georgina was attacked by a brig, a cutter, and two schooners; which proved the place to be again in possession of the Spaniards. She cut her cable, made her escape from them, got clear of the River Plata on the 21st October, and arrived at Table bay, Cape Good-Hope, November 24th, and gave intelligence of the re-capture of Buenos Ayres.

Eastern Passage to St. Helena.

The Honorable East India Company's ship Britannia, November 11th, 1803, got soundings on the African coast, in latitude 29° N. longitude 12° W. Here she was several days embarrassed with S. Westerly winds in soundings, and near the coast, till in latitude 27° N. longitude 13° 20′ W. November 15th lost sight of the land. The weather was unsettled, and a heavy swell prevailed near the coast. She passed between the Island Fuerteventura and the main land, and between Cape Verd, and the islands of that name. November 25th, in latitude 13° N. longitude 20° W. lost N.E. trade; then ensued calms and faint southerly airs. December 28th, in latitude 4° 40′ N. longitude 9° 40′ W. got soundings 43 fathoms on the coast of Guinea. At noon in 50 fathoms, latitude observed 4° 40′ N. longitude 9° 4′ W. by lunar observations, and 8° 59′ W. by chronometer. Calms and faint breezes continued with a current to the northward, till January 8, 1804, in latitude 3° 20′ N. longitude 1° 38′ W. by lunars; then a moderate S.W. breeze commenced, which carried her to latitude 1° N. longitude 4° 30′ E. January 12th. From hence the wind continued between S.W. and S. by E. till in latitude 3° 0′ S. 6° 30′ E. on the 23d; had then a return of calms and faint airs. The current set now to N. westward. With a moderate southerly breeze on the 28th, stood to the W.S.W. and westward; it continued till February 1st in latitude 7° S. longitude 1° W: and veered to S.S.E. and S.E. by S. a moderate trade; which continued till in latitude 24° S. longitude 10° W. February 15th. Had calms and faint airs till the 27th, in latitude 26° S longitude 5° 46′ W. then a return of the trade which enabled her to reach St. Helena, 4th March.—(HORSBURGH, "*Sailing Directions.*")

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* In **Arrowsmith**'s chart it is placed in 5° 47 W. **Heather** has laid it down in 5° 53′ W.

[*To be continued.*]

The following additional information concerning this island has been gleaned from a work of much merit and utility, recently published, entituled:—"*Maritime geography and statistics, or a description of the ocean and its coasts, maritime commerce, navigation, &c.* by JAMES HINGSTON TUCKEY, a commander, R.N." With this epigraph:—"*Le trident de Neptune est le sceptre du monde.*"

Saint Helena was discovered by JOAO NOVA GALLEGA, on the festival of that saint in 1501, but was neglected until 1651, when the English requiring an intermediate place of rendezvous for their India fleets, took possession of it, and retained it until 1672, when the Dutch took it by surprise; but the English recovered it the following year. It is 27 miles in circumference, containing 30800 acres. It is entirely composed of steep rocky precipices, and high mountains, covered with volcanic rubbish, but enclosing beautifully romantic vallies. The highest elevation is the peak of Diana, 2692 feet above the sea. Its climate is dry, and extremely healthy, being free from any sudden changes of the atmosphere, or of temperature, and continually refreshed by the trade-wind. Thunder and lightning are very uncommon. The windward side of the island has no possible landing, a violent surf constantly breaking on it. On the lee or N.W. side are some small bays, affording anchorage. The principal of these lies before James' valley, on which is James-town, the only collection of houses on the island, and of which the reader may form an idea, by conceiving an oval bay, surrounded by naked precipices rising to an elevation of 400 yards; in a deep ravine between these precipices are seen a few white and yellow washed houses, and a church resembling those of our english villages. Some cocoa-nut and other trees, intermixed with the houses, afford a scanty verdure which singularly contrasts with the red and dark grey rocks of the surrounding heights. Fresh provisions are at all times scarce and extremely dear: a turkey usually is sold for 2 guineas; a goose, one guinea; a duck 8 shillings; a fowl, 5 to 2 shillings and sixpence; hogs alive one shilling the pound weight; potatos eight shillings the bushel; cabbages, one shilling and sixpence [*qu.*? each]; limes, one penny each. As the island cannot maintain a sufficiency of horned cattle,* a vessel is stationed here for the purpose of fetching them from Africa; but even the supplies thus obtained are so inadequate to the demand, that the homeward bound fleets usually exhaust the whole live stock of the island ; and the garrison is only served with fresh beef on the anniversary of the king's birth, and on Christmas-day. Their usual food, besides their ration of salt provisions, is confined to fish ; and although there are 70 species taken around the island, and all abundant, yet this article is exorbitantly dear. The boneta [*scomber pelamis*] and albicore [*scomber thinnus*] and a kind of horse mackerel are the most common. The albicore has received the name of St. Helena beef. All the vegetables of the english kitchen garden are produced here, together with some of the fruits both of Europe and of the tropics ; but all in too small quantity to supply the demand. The wild animals on the island are goats and rabbits ; and among the feathered tribe, are the red legged partridge and common pheasant. The population of the island in 1805, was, 504 white ; 329 free blacks, 1231 slaves ; exclusive of the military and civil establishments ; the former consisting of a regiment of infantry, five companies of militia, and a corps of artillery. The East India Company is lord-proprietor of the soil, with powers of sovereignty and legislation. The supreme executive power is vested in the governor with a council composed of the lieutenant-governor and the senior civil servants. During war, this rock is of the greatest importance to England, affording a secure asylum to the homeward bound India fleets, where they wait the arrival of a convoy for England. As a landing can only be effected on the lee side of the island, every accessible spot is protected by fortifications, and the strictest military discipline is enforced throughout the island. The annual expences defrayed by the company amount from 40 to 50000*l.* The only revenue is in the rents of leasehold lands, which amount to 1000*l.* a year, and in the profit on the monopoly of arrac, which commonly produces 10000*l.* The company has here a store-house, in which the inhabitants can procure all the merchandise of England, India, and China, necessary to them at an advance of only 10 *per cent.* on the prime cost. About 7000 acres of land are productive, and laid out in orchards and gardens, the innumerable rats rendering it impossible to raise grain. The fruits are, citrons, oranges, limes, figs, grapes, guavas, bananas, peaches, pomegranates, water and musk-melons: there is but one apple orchard, which affords to the proprietor a revenue of 500*l.* a year. In the government-gardens are a few cocoa-palms, and pine-apple plants : gooseberry and currant, bushes turn to evergreens, and bear no fruit. *Arum esculentum* is cultivated for the food of the slaves. The scarcity of water is the principal impediment to the extension of agriculture ; but this might probably be remedied by planting timber trees on the hills, the summits of which, with the exception of the peak of Diana, are entirely naked, and consequently do not condense the clouds ; while Diana's peak is seldom a day in the winter season without several showers. The indigenous trees are generally stunted, and the wood light and spongy ; the tallow tree is the most common. The oak of Europe has been introduced with success, and it is probable the teak of India also would succeed. Furze, the seeds of which were brought by the English, is tolerably abundant, and supplies the only fuel.

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* Perhaps the Alderney breed, and fiorin grass, might suit the climate and soil of St. Helena. (HYDR. 𝔓.𝔆.)

John Berryman.

TO THE READERS OF THE Naval Chronicle,

IN order to obviate the possible failure of the usual advertisement in the newspapers meeting your eye, or attracting your attention, I take the liberty of addressing the following literary information to you in this direct form.

In the course of several years that, induced by a love of letters and of science, I have regularly contributed unto, and (however imperfectly) supervised the hydrographic section of the Naval Chronicle, it has frequently occurred to me, that much of the local and general information that thus came under my view, might be rendered subservient unto the illustration of a favorite book, which there can be no risk in affirming, possesses an intrinsic merit so various in its kind, as to constitute it one of those rare productions which may appeal with unrivalled pretensions to the favour of persons of all conditions, and minds of every construction and taste. The book I mean is *ROBINSON CRUSOE.*

With a view, therefore, of rendering this book still more deserving of the eminent situation which it justly occupies, and more conducive to the important uses which it is essentially qualified to serve, I have projected a new edition of it, characterised by the following distinctive features :—

1. Notes; explanatory, scientific, and technical. 2. A Mercator's chart of those parts of the world visited by R.C. with his track carefully traced thereon; two hydrographic outlines of portions of the Chinese coast; and forty other appropriate subjects, engraved on wood, by C. Nesbit, and John Berryman. 3. The addition (which may be called unique) of an index.

This edition has been recently published at a price which has been calculated and fixed less with a view to immediate profit, than to bring the book within the reach of mostly every class of purchasers.

Of the time and labor of research bestowed on this undertaking, it becomes not the Editor to say much: that these have not been inconsiderable, those can easily credit who are best qualified to appreciate the task; but if I am not misled by self-partiality, I can venture to assure you, that a purchaser will find a considerable bulk of information comprised in comparatively a small compass: that is to say, a single portable volume of 600 closely printed pages.

Should this attempt to open for the juvenile scholar advantageous and pleasing avenues to beneficial curiosity, and more especially to facilitate the science of geography, so far recommend itself to your favor, as to obtain the practical encouragement of your becoming a purchaser of the same, be pleased to give your orders to the publisher, the printer, or your own bookseller, specifically for the Naval, (or Academic) edition of *Robinson-Crusoe.**

I have the honour to be, respectfully, &c. &c.

The Hydrographer of N. C.

SHIPWRECK.

Narrative of the Loss of H. M. S. Penelope, *in a Storm of Snow, on her passage to Quebec, by one of the surviving Officers of that Ship.*

Quebec, May 27, 1815.

As it may be satisfactory to those who had friends or relations in H.M.S. Penelope, to know their fate, I embrace the opportunity of Captain Galloway's going to England with despatches, in the Albina transport, to give you a few of the particulars of that melancholy and unfortunate accident, as Captain G.'s official letter may not probably be published. This may be depended on as a correct narrative, although far short in description of what may be said on the subject of our sufferings. Forty-seven men and boys deserted when they got on shore from the wreck, many of whom (from the report of Canadians) have since been found dead on the snow.

We sailed from Spithead on the 31st of March, and had a favourable passage to the Banks of Newfoundland, where we met with immense quantities of ice, thick fogs, and strong S.E. winds, the ice increasing as we drew near the Gulph, and at length we were frozen up twelve hours near Cape North, and the thermometer 18 degrees below the freezing point. When the ice loosened to permit the ship to move, all sail was set, and we got her out; the frost was frequently so intense as to preclude all possibility of working the ship: the ropes were so enlarged by the ice that the sails which were not set were completely frozen into a solid body. On the 27th we had moderate weather, the frost was considerably gone, and we entered the gulf of St. Lawrence. On the 28th we passed between Brion and Magdalen Islands; on the 29th, sailed through great quantities of field-ice, the sea at the time appearing as one entire sheet, but not sufficiently strong to stop the ship's way. We soon after saw the coast of Lower Canada, about Cape Rozeare, wind north.

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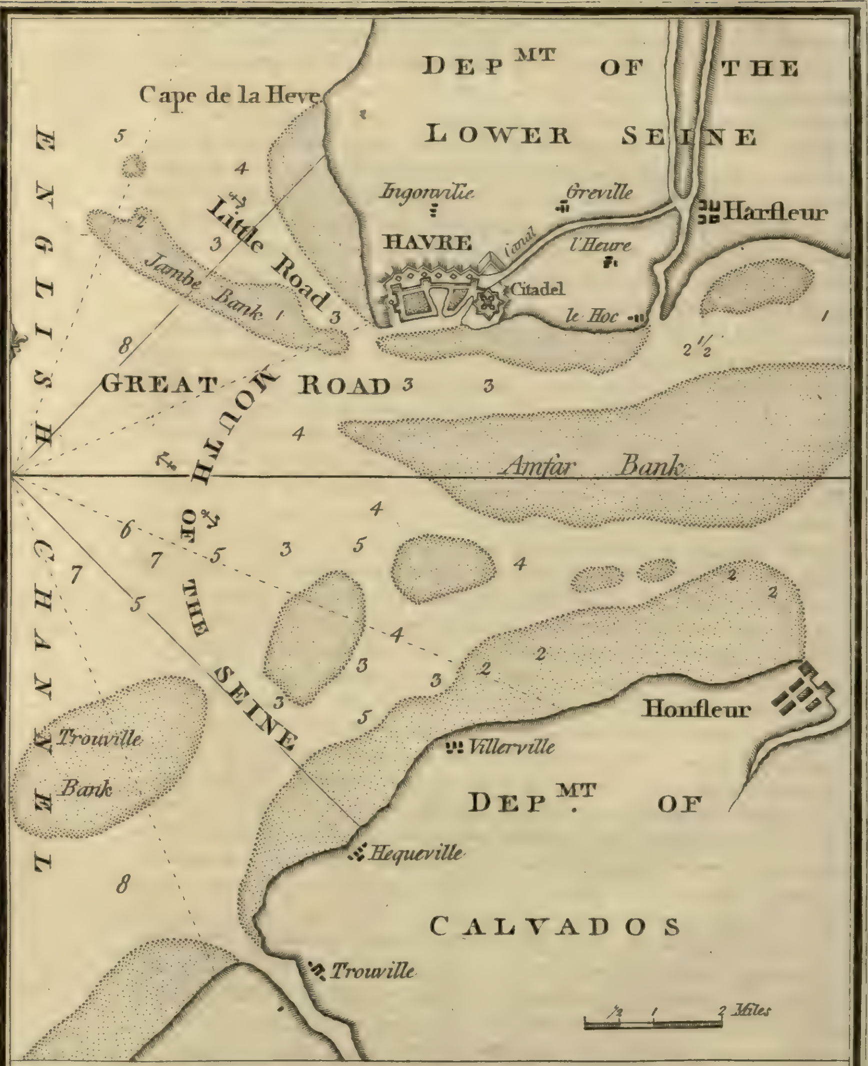
* Price 2 guineas on royal paper, hot-pressed; 1 guinea on demy paper, octavo.—Published by J. Mawman, 39, Ludgate-street.

On the 30th we stood to the eastward till the ship broke off to the southward of east; at 3 P.M. we tacked and stood for the Canada shore, at sun-set laying a good course to clear all the land, which was set by the master and first lieutenant; the supposed distance three or four leagues; the weather thick and cloudy, inclinable to snow, and very cold; the lead was kept going, the master was ordered not to quit the deck, and to make all the watch keep a good look-out. At 8 P.M. we sounded in 71 fathoms; at half-past eight, while the line was passing forward, the captain and first lieutenant was looking at the chart, the ship going about four knots, when she was felt to strike the rocks, the atmosphere extremely dark and snowing! The helm was immediately put down, and the sails thrown aback: she came to about two points, and remained fast: the boats were immediately lowered down, and the stream anchor taken out on the starboard quarter, and let go in six fathoms; which was effected with great difficulty, owing to a current (unknown to us) setting in from the south-east. We cut away the bower anchors, and threw the foremost ones overboard, there being three and a half fathoms aft. On our heaving round we found the anchor did not hold, the wind, too, increasing from the N.E. with heavy snow, and extremely cold. The crew, with great difficulty and exertion of the officers, were kept at the necessary work; some of them actually got into their hammocks! The top-masts were got over the side, with six pigs of ballast at their heel to keep the ship upright, if possible; but the motion was so violent, the lashings were soon carried away. Great hopes, however, were entertained of getting the ship off in the morning, had the sea kept down, but, unfortunately, it increased fast: by 12 at night she was striking very heavy, and making water rapidly. Provisions were ordered to be got up, but before day-light the water was in the lower-deck. All hopes of saving the ship being now given up, the masts were cut away to ease her; they fell in-shore, which prevented the hull from heeling out. The master was now sent away in the cutter, with a small hawser, to make fast to the shore, if possible; but the surf was so great, and it breaking over large ridges of rocks, the boat was swamped and stove long before she got near the shore, and the crew with great difficulty were saved. Three successive attempts were made with the other boats, one of which was the life-boat, in which the purser was sent with the public despatches, which were saved. As none of the boats returned, the prospect of those on board became very alarming; the ship by this time (May the 1st) striking very heavy, it was impossible to stand upon the deck; the quarter-deck beams were giving way, and the sea was breaking into the captain's cabin, which destroyed the few bags of bread that were stowed there for safety. The pinnace being the only boat alongside, and in great danger of being stove, the captain was advised to go in her; he appeared much exhausted and fatigued, and apparently unable to assist himself into the boat, from severe rheumatic pains. He was lowered out of one of the quarter-ports, and with as many men as she could safely carry, took another rope to try and reach the shore; but she had scarcely cleared the lee of the ship, when a sea half filled her, the next sea threw her upon a rock, when all was thrown out of her; but with the assistance of oars, and by swimming, they all got to the shore: the snow to the edge of the water was then four feet deep, and those on shore were obliged to haul the others up—the weather extremely cold with severe frost, and blowing hard; the gig and jolly-boat were still on board; and after great difficulty, the gig was got alongside from the stern, when the 1st and 2d lieutenants, with 18 men, got on shore in her better than any other of the boats; the gig succeeded in bringing on shore another party, but was unfortunately upset in the surf, and stove; the people were saved, though some of them were very drunk.

The jolly-boat being on the booms could not be launched; about 40 of the crew were still on board; and when they saw all hopes of being saved cut off, by the boats being all swamped on shore, they made most lamentable cries. We had still hopes of some of them being saved, by getting on shore on pieces of the wreck, which some attempted, but perished: our prospects on shore were truly miserable; nothing to be seen but high mountains, covered with snow. Some hands were employed collecting wood to endeavour to make a fire, which was accomplished after several hours perseverance; the consequences must have been fatal had we not succeeded, as the clothes on our backs were actually freezing. Many of the men were frost-bitten in the feet and hands, some have lost their toes, and ten have been in consequence left at the hospital at Quebec. A party was employed in making tents with branches of trees and wet blankets; others looking for provisions; about 60 pieces of pork were found, and that, with melted snow, was the only meat and drink to be obtained. Several cases of wine, which were stowed in the ward-room, belonging to Major-general Couran, were driven on shore, which some of the crew found, and they drank to such excess, that they were discovered almost frozen to death.

The whole of that day we were truly miserable; the cries of the poor sufferers on the wreck were beyond description, and when night approached, it was still more dreadful: they were often heard to call the captain and the several officers by name, to send them assistance; which, I am sorry to say, it was not in human power to give. About 12 P.M. three tremendous crashes and loud screams were distinctly heard, and shortly after all was silent; from the darkness of the night nothing could be seen; at daylight the ship was observed to be in three separate pieces, and all on board perished, except David Bruce, seaman, who, with great difficulty, got on shore almost lifeless! The wreck appeared one entire body of ice, so severe was the frost that night; nothing but very large fires saved us from perishing, having no dry clothes on. The ship breaking up, the spirits

HAVRE DE GRACE.



Havre de Grace; *A strong town and port of France in ci-devant Normandy, built by Francis I: it is 112 miles N.W of Paris. Latitude 49. 29 N. Longitude 0. 8 E. from London.*

Published 31 August 1815, by Joyce Gold, Naval Chronicle Office, N.° 103, Shoe Lane, London.

floated on shore, which the crew soon found, and before the officers knew it, there was scarcely a sober man to be seen: many had drunk to such a degree, that they laid lifeless in the snow. All the rum that could be found was stove, preserving a sufficient quantity to be used in a proper manner.

On the next day about 48 men deserted, after plundering some of their shipmates, and every trunk that was washed on shore.—Some of the men have since been found dead by the Canadians. With the remaining part of the crew the boats were hauled up, which we begun to repair in the best way we could; sails were made from a lower and top-mast studding-sail, which was fortunately drove on shore; a cask of flour was also found, a part of which was made into dough, and every preparation was making to proceed to Quebec. On the third day a Canadian boat was passing, when the captain ordered her to be detained; they informed us of three transports lying in Gaspee Bay, and the captain determined to proceed to that port. With the assistance of the cooking utensils found in the Canadian boat, all the pork that could be found was cooked, and served out to the different boats, which was a very short allowance for two days. On the sixth day of our misery (the weather moderate) the boats were launched, and all hands embarked, 68 persons in all, including two women; the wind was favourable, but light; with rowing and sailing we got to Great Fox River that night, where we were hospitably entertained with potatoes and salt at a Canadian's hut. Next morning we sailed for Gaspee Bay, and reached Douglas Town in the evening. The captain and officers were accommodated at Mr. Johnston's, and the crew lodged in the different huts about the place. After three days' rest we walked nine miles over the ice, to where the transports lay, leaving the sick at Douglas Town. The captain hoisted his pendant on board the Ann transport, and put a lieutenant in each of the others, and an equal number of men; when the ice broke up, which was seven days after we got on board, we dropped down to Douglas Town, and embarked the sick, one of whom had died, and two deserted. The next morning we sailed for Quebec, where we arrived on the 23d, many of us not having a change of clothes of any description. Seventeen of the crew that deserted got on board the three transports at Gaspee, but hearing of the captain's arrival at Douglas Town they set off again; an equal number had returned to the wreck, and it was currently reported, that fifteen of them were found dead on the snow, and buried by the Canadians.

It is much to be lamented, that here, as in similar cases of shipwreck, the seamen in general appear to have had no regard to their own or fellow creatures' preservation, but the moment they got hold of any spirits, they made themselves intoxicated with it.

PLATE CCCCXLIII.

HAVRE-DE-GRACE is a sea-port town belonging to France, in the province of Normandy; it was originally called New-Haven, or, as is most probable, by the English, when in possession of Normandy; by

Latin writers it is called Franciscopolis, in honour of Francis I. who repaired and fortified it. In the year 1562, during the contest between the catholic faction, and that of the Hugonots, under their respective leaders, the duke of Guise and the prince of Condé; the latter offered to deliver up Havre-de-Grace to Queen Elizabeth, on condition that she should supply him with a hundred thousand crowns, and three thousand men, in addition to the like number of which the garrison consisted, to defend Dieppe and Rouen, almost the whole of Normandy being then in possession of the Hugonots.

Political, no less than religious motives, induced Elizabeth to accede to this treaty, and three thousand English took possession of Havre, under the command of Sir Edward Poinings. The prince of Condé was, however, afterwards doubly mortified by the just censure of his enemies, for his treasonable policy, and by the ineffectual result of his English alliance.

Articles of peace having been concluded between the catholics and the Hugonots, it was agreed, that Elizabeth should be repaid by the king of France the sums she had advanced, on her relinquishing Havre, and that Calais should be restored, according to a prior agreement; to compel the performance of which had been the chief motive to her alliance with the Hugonots; and now thinking the possession of Havre better security than the king's word, she sent the earl of Warwick, who had the command of the forces there, orders to prepare the means of holding the place. He prepared accordingly, and expelled the French from the town.

The army of France was commanded by Montmorency, constable of France, and the prince of Condé now joined the king's forces in the siege of Havre. From the character of the adverse chiefs, an arduous contest was expected, but the plague, increased by fatigue and bad diet, crept in among the English soldiers and swept off such numbers, that Warwick was compelled, in a short time, to capitulate, obtaining the liberty of withdrawing his garrison; the infected army brought the plague into England, and above 20,000 died of it in one year.

In the year 1694, Havre was bombarded, during six days, by an English squadron under Lord Berkeley, by which a third part of the town was burned, a great part of the wall demolished, and many people killed. To commemorate this exploit, a medal was struck, having on one side the king's head in profile, with these words, *Gulielmus magnus invictissimus*; on the reverse, was Perillus's bull, with this inscription. *Suis perit ignibus auctor,* alluding to the French king's having begun this barbarous kind of war by burning the Palatinate, and bombarding Genoa. In the exergue *Portus Gratiæ, exustus et eversus bombardis Anglo Batavis,* 1694. I. B. F.

In the year 1758 great preparations were made at Havre for the invasion of England; and Rear-admiral Rodney was sent to bombard the town and port. This was so effectually executed, that the town was set on fire in several places, the boats overset or reduced to ashes, and the French preparations at Havre totally destroyed, by an uninterrupted bombardment during two days, in the course of which time, nineteen hundred shells, and eleven hundred carcasses were expended.

The town is small, and nearly of a square figure, divided into two parts by the harbour, surrounded with a wall and other works, and defended by a very strong citadel. It is one of the most important places in France, on account of its foreign trade, and convenient harbour, and is the port town to Rouen and Paris. It is navigable by large ships, from the mouth of the Seine to Rouen, and by smaller vessels, to Pont de l'Arc, 70 miles from Paris.

The following coasting directions for Havre are extracted from "*Le Petit Neptune Français*:"—

"From Fécamp to Cape de Caux, called also Cape Antifer, the coast runs S.W. by W. ½ W. near 3 leagues, all white cliffs, steep, and very high. To the N. E. of the cape are the rocks called Les Eguilles (the Needles) d'Etretat: they lie near the shore S.W. by W. and N.E. by E. two miles from each other; the northernmost, or L'Eguille de Bellerat, and the southernmost, called Eguille d'Etretat, are two high rocks, white, and sharp pointed; the middlemost, which is named Roche d'Etretat, is covered at high water.. (The tides for the whole length of this coast, from Tréport to Cape La Heve, flow N.N.W. and S.S.E. or it is high water at half-past 10 o'clock.

From Cape de Caux to the south pitch of Cape la Heve or Cape de Seine (Seine head), the course lies S.S.W. southerly four leagues; the shore is still of white and very steep cliffs, which the inhabitants cannot descend but by narrow paths very shelving; and though there be some small vallies, they reach not to the sea. All along this coast, from Trépert to Cape de Seine, 2 or 3 leagues from the shore, you commonly have from 13 to 17, 18, and 20 fathoms water, sandy ground, with marl or chalk; the depth lessens as you approach the land, and increases as you remove from it. About one mile to the S.W. of La Heve, is the small ledge of rocks, called L'Eclat, on which there is not above 7 or 8 feet in ordinary tides. On Cape La Heve two lighthouses have been erected in 1775, by the Chamber of Commerce.

" 'It has been thought necessary to distinguish this cape by two towers, and to place them in such a manner, that they cannot be seen in a line by any ships coming from the N., N.W. and W. in order, that, in coming from the offing, there may be no position in which these towers can be mistaken for those of Barfleur, or Cape Lailly, which are single.

" 'The tower nearest to Havre, which is the southernmost, is placed 50 fathoms from the edge of the cliff; the other bears N. 41° E. by compass, or N. 20° E. corrected course, distant fifty fathoms from the first; so that their respective direction is such, that, if you draw a right line from the centre of the first, to the centre of the second; and from the centre of the first another right line towards the north, the angle formed by these two lines, the point of which will be in the centre of the first tower, will be N. 41° E. by compass, or N. 20° E. corrected course.

" 'It follows, from this position, that ships making for the mouth of the river Seine, or for Havre, will see the tower in a line only from one point, which it is very hazardous to attempt before half flood, especially when near the coast, considering the dangers which encompass the little road of Havre.

" ' These towers are built with free-stone; they are placed on a level, and are of equal height. The bodies of the lighthouse, measuring from the surface of the ground, are 56 feet high; and the lanthorns 15 feet high." '

There are two roads for ships before the mouth of the river Seine, called the Great and Little Road of Havre. The Great Road is near 2 leagues from the harbour, lies W.S.W. from Cape la Heve, and extends a whole league from north to south. In the year 1690, the whole French fleet lay at anchor there for several days. The little Road is but half a league from the harbour, and lies south from Cape la Heve; it is of a square form, extending about a quarter of a league every way.

" A ship of great draught of water which should be obliged to lie some days at anchor off Havre, to wait for a high tide must prefer the Great Road to the Little Road. These two Roads are separated from each other by banks, which are called Les Hauts de la Rade (the high grounds of the road) and L'Eclat. The Little Road is between these banks and the land; and the Great Road without the said banks.

" To lie in the best anchoring place, you must be to the W.S.W. of La Heve, a large league, and keep the Castle of Orcher (which is seen on the edge of a steep shore, to the eastward of Havre; 3 leagues) a little open of the coast of Ingouville, which is to the northward of Havre; then you anchor on oozy ground, from 10 to 14 fathoms, according as it is high or low water; in case of bad weather, you may lie with two anchors S.S.E. and N.N.W. The two first hours of the flood the current sets to the south, then two hours to the S.E. one hour to the east, and the remainder of the tide from N.E. to N.W.

" If at low water a ship was obliged to go into the Little Road of Havre, either to wait for the tide, or for a pilot to carry her into the river, she must, if the winds permit, sail between La Heve, and L'Eclat (which, as said before, lies one mile S.W. of La Heve) keeping the Guard-house, which stands on the jetty of Havre in one with the Chapel (called Notre Dame de Grace) that is seen a little to the westward of Honfleur, bearing S.E.½E. and you are to steer in that direction till the north of La Heve is shut by La Heve itself; then you proceed to the southward, till you come half way between La Heve and Havre, when you anchor in 3 or 4 fathoms at low water. The bottom of this road is all pebbles and oysters, laid on clay ground, which make the hold very good; but you risk to have your cables cut in a very little time, and on that account ships moor there only for one tide.

" If it should happen that the winds from south to S.W. should not permit to go by the land side of L'Eclat, you might sail to the southward of it, keeping the Castle of Orcher in one with the two towers of the gate of Ingouville, which you see joining with the town in the north part of it; and you should steer, with those marks on, till the north of La Heve is shut as above: then you come to the anchoring ground in the Little Road.

You may even anchor in this channel, where there is not less than 4 fathoms at low water. These cautions are only necessary at low tide, for, when two-thirds of the flood are run, you may pass every where without danger. But ships seldom come into the road of Havre without a coast pilot on board; pilots go generally as far as Barfleur, and farther, to meet them.

" A celebrated French author Belidor, in his Architecture Hydraulique, makes the following remarks upon the roads of Havre: ' The anchors cannot withstand there the violence of the currents, nor the high winds which commonly blow about the new and full moons; so that the ships which happen to be then in these roads, are in great danger of being lost at the mouth of the Seine, or driven against the coast, from the difficulty of getting into the harbour.'

" About 2¼ miles S.E.½S. from the south pitch of Cape la Heve lies the town of Havre; the land between is low and full of windmills, which are without the town.

" Le Havre de Grace, called by us, for shortness sake, Havre, is the seaport of Paris, lying at the mouth of the river Seine, on which the French metropolis is built. It stands upon a plain spot of ground, gained out of the sea, which seems to be gradually giving way on this shore, and its harbour being entirely the work of art, requires continual industry to be kept in proper order. This lies within the walls of the town E.N.E. and W.S.W. and can contain about 300 vessels at once; but the French are to enlarge it, as well as the town, at the expense of the citadel; in the spring tides, the water rises 20 feet within it; the entrance is formed of two jetties of stone, the longest of which is towards the west side.

" The harbour of Havre has a peculiar advantage, not only over the other sea ports of Normandy, but over those of the whole kingdom; it is, that the water in it does not begin to ebb, at least sensibly, till three hours after full tide, insomuch, that fleets of 120 sail have often been observed to sail out of it in one tide, even with the wind against them. The cause of this uncommon effect is generally ascribed to the Seine, whose current, crossing the mouth of the harbour, comes down with such force, as soon as the sea begins to retire, that it confines the water in the harbour till it has spent its strength, which it does not generally in a shorter space of time than just now mentioned.

" To enter the port a pilot is required, and there are always some attending, in their sloops, for that purpose, except in rough weather, when they cannot come off; but in this case they go to the north end of the harbour, and make you a signal. With this assistance you may very well enter the port, taking care to keep it always open, or in full view, so as to discover all the ships within, as they appear between the two towers. In this manner you must steer till you are entered. Observe to pass closer by the great tower on your larboard hand, than by the little tower on the starboard side. The tides flow N.N.W. and S.S.E.

Poetry.

ON THE EDDYSTONE LIGHT-HOUSE.

BOLD mariner, whose fragile bark explores
The Lizard's depths, and Devon's winding shores;
Bas'd on the craggy rock, behold for thee
Yon tow'ring column cleaves the middle sea.
A noble scion of its parent rock,
Self-pois'd it stands, and braves old ocean's shock.
The rev'rend oak upon some mountain's brow,
So lifts its head above—so spreads its roots below:
Then fearless speed thee, nor thy course restrain,
Though rocks unnumber'd ambush in the main.
Though darkness thickens, and no fav'ring ray
Of moon or north-star, point the doubtful way:
Yet, watchful care shall here the live-long night
Tend the bright flame, and feed the constant light;
Safe in whose guidance, may thy sails defy
The treacherous ocean, and the darken'd sky.*

S.

* * *

LINES,

Spoken in the Theatre Royal, Manchester, by Mr. Young, *Jan. 9, 1806. The Evening of the Interment of the Remains of the lamented Vice-Admiral Lord Viscount* Nelson, *in St. Paul's Cathedral, London.*

THIS night, the grave an honour'd corpse receives!
Nelson, who *prov'd* "Britannia rules the waves."
This night, the gallant chief—his country's pride,—
Who fought—who conquer'd—for his country died!—
This night, his lov'd remains are laid at rest,
By a whole nation's tears embalm'd and bless'd.
Departed spirit! so rever'd! so dear!
Look down! and see a mourning nation's tear
Moisten thy grave!—Suffus'd is every eye,
Gratefully wet!—How general is the sigh!
O! Hallow'd tears! they fall, to rise to Heaven!
O! Sacred sighs!—to worth like Nelson's given!
This night the hero rests beneath the doom
Where British gratitude has built his tomb!—
That, may decay! but Nelson's glorious name
Will live eternal, in th' archives of fame!

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* In their general description, these lines are equally appropriate to the subject of our first plate, representing the Bell-rock Light-house, given in the present month's Chronicle,—Ed.

And the remembrance of his glorious life,
When future Navies meet in hostile strife,
Will be a guide to point out Vict'ry's way,
And British valour to the world display;
For still his *name* shall be our leading star,
And "Nelson," be the rallying word in war!
That name, for ages, will remain a charm,
To nerve a Briton, and his foes disarm!
'Twill lead to glory!—Confidence inspire!
And fill all bosoms with true martial fire!

Marine Law.

A COURT MARTIAL was lately assembled at Portsmouth, to inquire into the cause of the loss of H. M. S. Penelope,* on her passage to Quebec; when the Court, upon the evidence adduced, decided that her loss was occasioned principally by the state of the weather, and the set of the current: that Mr. Horner, the master, was not sufficiently attentive to the situation of the ship a short time previous to her running ashore, and did adjudge him to be placed at the bottom of the list: that due attention was not paid by Captain Galloway and the first lieutenant of the ship, to the safety of the ship's company, by their neglecting to make proper arrangements for getting them on shore; and that great blame was therefore also imputable to the said Captain Galloway and the first lieutenant. The Court thereupon adjudged Captain Galloway, in consideration of his having been afflicted with the rheumatism, to be only reprimanded, and Lieutenant B. Hooper to be severely reprimanded; and that no blame was imputed to the other officers and ship's company, except Walter Howell, who for drunkenness, disobedience of orders, mutiny, and desertion, was sentenced to receive 500 lashes.

Robert Cox, a seaman of the Acasta, was also tried for deserting to the enemy, on the 13th of May, 1813, with the cutter, when employed on the coast of America, and for encouraging the other part of the boat's crew to give way, cheering them up himself. The charges being fully proved, the Court adjudged him to *suffer Death* on board such of his Majesty's ships as the Commissioners for executing the office of the Lord High Admiral may direct.

A court martial was lately held on board his Majesty's ship Gladiator, on Lieutenant S. Hellard, late of his Majesty's sloop Scout, for threatening to shoot or drown T. Smith, who had deserted from the said sloop, if he returned, and for disrespect to Captain Murray.—The Court were of opinion that the charges were proved against the said Lieutenant S. Hellard, but in consideration of his former high character, did only adjudge him to be most severely reprimanded, and to be placed at the bottom of the list of lieutenants of his Majesty's navy.

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* *Vide* page 154.

A court martial was also held on board the Gladiator, to try Lieutenant Saumarez, first of his Majesty's ship Bacchante, for severely punishing two boys, one with three dozen, and the other with two dozen lashes, without the consent of the captain, and contrary to the 33d article of war, under the words oppressive, and not acquainting the captain afterwards of his having done so. Lieutenant Saumarez brought forward many witnesses to prove that he had never been oppressive, and that the punishment which he had caused to be inflicted was not severe, and quoted the custom of the service; but this being contrary to the printed instructions, was overruled. The Court were of opinion, that the charge of punishing the boys was proved against the said Lieutenant Saumarez; but the charge of inflicting severe punishment, contrary to the 33d article of war, was not proved; and did adjudge him to be admonished to be more careful in future.

The Court then proceeded to try Mr. James Hughes, carpenter of his Majesty's sloop Brazen, for absenting himself from the said sloop, after joining her, for 11 days, during which his services in his department were much wanted, and the service impeded. The charge being proved, the Court adjudged him to be dismissed his office of carpenter of his Majesty's sloop Brazen.

Lately, a court martial was held on board his Majesty's ship Gladiator, at Portsmouth, Rear-admiral Halkett, President, to try James Newman, belonging to his Majesty's brig Dotterel, for deserting from the dock-yard party, and for getting off his irons when brought on board by the impress, and getting on board the Victorious, from which he cut a boat, and got on shore on the mud, when he was retaken by the boats of the ship.—The Court were of opinion that the charge was proved against the prisoner, and did adjudge him to receive 200 lashes alongside of, or on board, such ship or ships as the commander-in-chief may direct, and to lose all the time he may have served towards entitling him to pension.

The Court then proceeded to try Wm. Easton, Peter Goff, and James Cook, seamen of his Majesty's ship York, for having, with seven others, on the evening of the 1st of July, when at Beerhaven, behaved in a mutinous manner, in rushing out of the lower-deck ports, and running away with one of the ship's cutters, in defiance of the fire from the ship, which was opened on them by the marines; but on pursuit being immediately made after them, by a shore-boat then alongside, a cutter and pinnace, with officers, and a party of marines that followed them on shore, at eight o'clock, the above three, and —— Strong (since dead of his wounds), were brought on board; James Cook being also most severely wounded. The Court were of opinion, that the charges were proved against P. Goff, and did adjudge him to suffer death, by being hanged on board such ship as the commander-in-chief may direct, and at such time as their Lordships may think proper. The Court were of opinion, that the charge of mutinous conduct in Wm. Easton and James Cook was not proved, but that the charge of attempting to desert was proved; and did adjudge Wm. Easton to receive 500 lashes through the fleet; and in consideration of the severe wounds received by James Cook, rendering him, in all probability, a cripple for life, his great contrition since, and being totally incapable of receiving corporal punishment, do only adjudge him to be confined 12 calendar months in the Marshalsea, and to forfeit all time served in his Majesty's service, entitling him to pension.

At a Court-martial assembled and held on board his Majesty's ship Akbar, at Halifax, the 28th June, 1815,

PRESENT,

Charles Bullen, Esq. Captain of his Majesty's ship Akbar, and second officer in command of his Majesty's ships and vessels at Halifax, president.

Captains.—The Hon. George Alfred Crofton, the Hon. Robert Cavendish Spencer, Henry Jane, and Francis Truscott.

Charles Martyr, Esq. Judge Advocate.

The Court, pursuant to an order from Edward Griffith, Esq. Rear-admiral of the White Squadron of his Majesty's Fleet, and Commander-in-chief of his Majesty's ships and vessels employed and to be employed on the North American station, &c. &c. &c. dated the 26th instant, and directed to Charles Bullen, Esq. Captain of H.M.S. Akbar, and second officer in command of his Majesty's ships and vessels at Halifax, proceeded to investigate the circumstances attending the capture of his Majesty's late ship Cyane, when in company with his Majesty's ship Levant, on the 20th February last, by the American ship of war Constitution; and to try Captain Gordon Falcon, the officers and crew of the said ship, present, for their conduct on that occasion; and the Court having most minutely inquired into the whole of the circumstances connected therewith, and maturely and deliberately weighed and considered the same, is of opinion, that the capture of the Cyane is to be attributed to the very superior force of the enemy's ship, aided by her superior sailing, which enabled her to take such a position, that the carronades of the Cyane were of little effect, while the enemy was enabled to keep up a constant fire from seventeen long twenty-four-pounders.

It also appears to the Court, that no blame whatever is ascribable to Captain Gordon Falcon, the officers and crew of the Cyane, for the capture of that ship; but, on the contrary, that during an unequal contest of above two hours close action, they evinced the greatest skill and intrepidity, and defended the ship in a manner highly honourable to them, while it could be done with the smallest prospect of success. The Court does therefore most fully and honourably acquit Captain Gordon Falcon, the officers and ship's company, with the exception of John Frederick, John Varley, and Thomas Fitzgerald, who, it appears, entered into the service of the enemy, and they are, with the above exception, hereby most fully and honourably acquitted accordingly.

The Court cannot dismiss the remainder of the Cyane's crew, without expressing, in the strongest terms, the sense it entertains of their determined loyalty, in so manfully resisting the temptations held out by the enemy, to wean them from their allegiance, under circumstances of unprecedented severity exercised towards them.

NAVAL HISTORY OF THE PRESENT YEAR, 1815.

(July—August.)

RETROSPECTIVE AND MISCELLANEOUS.

THE course of political affairs presents us nothing yet on the part of France, but a kind of indefinite policy, alternately assuming the tone of severity and moderation—constantly endeavouring to reconcile contradictions, rather than to establish order, by a consistency of power. But as by rational inference it is a policy sanctioned by the whole of the Allied Powers, a due respect for their high judgment and penetration requires that we credit it, as, under existing circumstances, wise *in prospectu.* Viewed and considered in its ostensible character, we see mixed and commingled in the present government of France, Royalists, Buonapartists, and Jacobins, and despair of that security and repose, for which all governments are professedly instituted. How order is to be restored and established on such heterogeneous principles, we confess it baffles our sagacity to demonstrate. France is at present at the feet of her conquerors. Magnanimous they certainly are—their deeds have proved it in their clemency—but their clemency has been abused—not by the Royalists—but by the Buonapartists and Jacobins most infamously. After five-and-twenty years of insolent aggression, France subdued, and conscious of the punishment her arrogant tyranny towards her conquerors justly merited, was generously left by them, not only as she was at the period when she commenced her aggressions, but with a part of her usurped territory in addition; trusting, that under the government of a regular and legitimate monarch, the future use of her power would be directed by the ordinary principles of justice, and not by the insatiable cupidity of a Ferocious Ambition. We hope she is now too well known to be again so implicitly trusted. Peace must be secured by the present means, for there is no posture of military potence that we can conceive equally favourable with the present to command it. We fear it is not so much with the King of France that the Allies are now virtually treating, as with the subtle Jacobins themselves, and therefore deeds, and not words, must be the bond of security—the pledge of faith. To eradicate their inveterate principles is difficult, but to divest them of practical mischief is now possible. Nor should they be too long about it—a new military force is accumulating, under the term Royal, whose Royalty is yet to be proved. In the meantime, the avowed Rebels are still in force, and countenanced by what is called the King's Government. France must be for a time over-awed by superior strength, until new habits have been formed as the means of subsistence to the martialized multitude, and war be no longer thought of by the rising generation as the *business* of life. What she now suffers are but the evils she has exulted in imposing on other nations—they are but the just retribution of her own violence—the counter-part of her own example. Let her consider it but as the bursting of the bubble she termed Glory—and that she has it still in her power to derive more substantial advantages in a state of honourable peace than any which her mad ambition could produce.

The reduction of our navy has commenced much earlier, and to a greater extent than had been anticipated. At Portsmouth, the ships have commenced paying off. The crew of the Magnificent, 74, Captain Lake, are entirely discharged from the service:—Those who were natives of Scotland and Ireland, were informed, that ships would be appointed to take them to the ports nearest their homes: and the next day the Despatch, Captain Cobbe, sailed with a number for Waterford; the Griffin, is going to Leith with others. The Ister frigate, and the supernumeraries (about 400 men) in the Prince, have been discharged. The Ister will be re-commissioned on the peace establishment. At Woolwich and Deptford also considerable discharges have taken place.

We understand, that the Hon. Rear-admiral Fleming is to have the command at St. Helena, on the peace, and that he will proceed thither soon after Sir George Cockburn has established Buonaparte upon the island, and by a resolution of Government, no foreign ships or vessels whatever are to communicate with or approach to the island of St. Helena, during his residence there.

The naval command at the Cape of Good Hope, which was to have been discontinued, is to be re-established, and Admiral Sir George Cockburn is appointed to the command.

(CIRCULAR.)

The following are to be observed as the Regulations for Midshipmen on the Peace Establishment:—

1.—The Captains of the respective ships will enter the usual number of "Mates, Midshipmen, and First Class Boys," of their own selection, whenever there may be vacancies in the *complement*, observing, however, that no person is to be rated as Mate of a line-of-battle ship, or 5th rate, who shall not have passed the usual examination for Lieutenant, and that previously to the first entry into the service of any young Gentleman, the approbation of the Lords Commissioners of the Admiralty shall be obtained on a statement by the Captain, of his age, family, and education.

2.—A certain number of supernumerary Mates and Midshipmen will be appointed by their Lordships, and are to be borne by their order only.

3.—No Captain shall discharge or disrate any Mate or Midshipman, or 1st Class Boy, without an order from their Lordships on a home station; or, if the ship be on a foreign station, without the order of the Commander-in-chief, who is to report the case and the cause of the discharge or disrating, for their Lordships' information.

4.—The Captains are to report the names of all Mates, Midshipmen, and Boys of the 1st class, as they join the ship, and are carefully to report all deaths, invalidings, discharges, or other changes.

5.—The Captains are to be very careful in attending to the instructions relative to the ratings of the several classes, and to take care that on no account whatsoever are any young gentlemen kept on board the ships under any other ratings than "Mate," "Midshipman," or "1st Class Boy."

METEOROLOGICAL REGISTER.

From July 25th to Aug. 25th, 1815.

Kept by C. Blunt, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure			Temperature.			
			Max.	Min.	Mean.	Max.	Min.	Mean.	
	26	N	30·10	30·06	30·85	68	46	57	Fair
	27	NE	30·13	30·09	30·11	69	48	58·5	——
	28	NW	30·13	30·10	30·12	72	49	60·5	——
◑	29	W	30·10	30 02	30·04	74	53	63·5	——
	30	EbS	30·05	30·05	30·05	78	52	65	——
	31	E	30·13	30·06	30·09	75	46	60·5	——
	1	E	30·19	30·16	30·182	74	53	63·5	——
	2	NW	30·13	30·06	30·107	76	52	64	——, a slight shower, P.M.
	3	NW	30·21	30·13	30·182	77	51	64	Fair
	4	W	30·09	29·95	30·015	75	50	62·5	Cloudy
●	5	W	29·78	29·66	29·712	70	48	59	Rain
	6	NE	29·80	29·80	29·80	66	48	57	Rain
	7	NE	29·96	29·94	29·83	70	45	57·5	Fair
	8	N	29·94	29·92	29·925	71	49	60	——
	9	NW	29·97	29·94	29·962	71	48	59·5	——
	10	N	29·92	29·81	29·86	73	53	63	Rain during night.
◐	11	NW	29·56	29·53	29·545	70	44	57	Rain at 8 P.M
	12	N	29·69	29·60	29·647	71	48	59·5	Fair
	13	N	29 90	29·90	29·90	72	49	60·5	——
	14	WbN	30·09	30·07	30.08	72	48	60	——
	15	W	30·10	30·04	30·065.	74	57	65·5	——, Rain during night.
	16	W	29 80	29·67	29·735	73	50	61·5	Fair
	17	W	29·99	29·94	29·972	76	49	62·5	——
	18	W	29·97	29 80	29·885	75	50	62 5	Rain
○	19	W	29·83	29·75	29·785	74	45	59·5	Fair
	20	NW	29·90	29·90	29·90	70	49	59 5	——
	21	N	30·02	29·97	29.99	71	50	60·5	——
	22	W	29·83	29·64	29·70	73	57	65	Frequent heavy showers.
	23	W	29·77	29 66	29·697	72	57	64·5	Ditto
	24	SW	30.08	29·93	30·03	73	57	65	Fair
	25	S	30.08	30	30·046	80	57	63·5	——

RESULTS.

Mean barometrical pressure		29·946	Mean temperature		61·3
Maximum 30·19	wind at	E	Maximum 80	wind at	S
Minimum 29·53	——	NW	Minimum 44	——	NW

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
6	3	2	1	1	1	10	7

	Mean Barometrical Pressure.	Mean Temperature.
From the last quarter on the 29th of July, to the new moon on the 5th of Aug.	30·035	63·2
—— new moon on the 5th, to the first quarter on the 11th	29·848	59·3
—— first quarter on the 11th, to the new moon on the 19th	29·853	61·1

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY OFFICE, AUGUST 12.

DESPATCHES, of which the following are copies and extracts, have been received at this office, addressed by Admiral Lord Exmouth, to John Wilson Croker, Esq.

H.M.S. Boyne, Naples Bay, May 25.

My letter of the 12th inst. will have informed their lordships of my movements up to that date, and the arrangements I had made with Lord William Bentinck, and the forces from Sicily, to co-operate with the allied army upon Naples. In continuation I beg to acquaint you, for their lordships further information, that I arrived off Civita Vecchia on the evening of the 18th, where, learning from Mr. Cook (who came from Rome expressly for the purpose) the rapid approach of the Austrians towards Naples, I continued my voyage without delay for that place.

I reached Naples on the 20th, finding the Tremendous and Alcmene at anchor close to the Mole, and the two line of battle ships hauled out alongside of them. On the 21st in the morning the marines were landed, and took possession of the forts and castle of St. Elmo, and united with the civic guard, and kept the city in a state of tolerable tranquillity until the 23d, when the Austrian army made its public entry with Prince Leopold, and the next day the different forts were delivered over, and the marines embarked.

It is my intention to put the government of King Ferdinand IV. on his arrival, in immediate possession of the naval arsenal, with the Vesuvius, of 80 guns, building at Castellamare, and also of all the gun-boats, stores, &c. in the arsenal of Naples, which I think are absolutely necessary for conducting the affairs of government, until the pleasure of their lordships shall be known.

The two ships of the line, Joachim and Capri, which were entirely abandoned to Captain Campbell by the late government, I have ordered to proceed to Malta, manned and conducted by the Alcmene, their to wait their lordships' instructions.

Boyne, Genoa Bay, July 3.

I have the honour to acquaint you, for their lordships' information, that I arrived at this anchorage this morning, with the ships named in the margin,* having previously landed the first division or the Austrian troops at Leghorn.

From the situation in which I find affairs on the coast of Provence, I have, in concert with Major-general Sir H. Lowe, come to the determination to proceed immediately to Marseilles, with about three thousand men of this garrison,† which embark with the assent of the Sardinian government, at our request, and it is my intention to take the transports with the arms on board, to be employed as may be found advisable. I shall use every offort to afford all the assistance and co-operation in my power, to carry into effect the intentions of his Majesty's government, as detailed in the papers accompanying your letter of the 30th May last, which I have this morning had the honour to receive from Sir H. Lowe, who embarks on board the Boyne; and I hope to sail in the morning for Marseilles.

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* Boyne, Impregnable, Bombay, and Pilot.

† 14th regt. 800; Piedmontese, 600; Italian Levy, 1400; artillery and cavalry, 200.

Boyne, off Marseilles, July 18.

In reference to my letter of the 3d inst. a duplicate of which accompanies this, I have the honour to acquaint you, for their lordships' information, that we anchored in Marseilles roads, on the evening of the 10th, with the ships named in the margin.* The following morning I went on shore, accompanied by Major-general Sir Hudson Lowe, where we were received by the Marquis de Riviere, the members of the royal committee of Provence, acting in the name of his Majesty Louis XVIII. and all the other authorities, with every manifestation of joy.

On the 13th, the transports from Genoa, under convoy of the Aboukir, anchored in the bay; the following morning the troops (about three thousand five hundred men) debarked, and have occupied such positions as the general and myself have thought most eligible. I have landed five hundred marines from the line of battle ships, who are doing duty with the army.

The loyalty of the Marseillois is very conspicuous, and the appearance of a British force, together with the arming the national guard, which the Marquis de Riviere has been enabled to accomplish through my assistance, has produced the best effect in calling forth professions of attachment to the royal cause, which their unprotected and defenceless state until now compelled them to suppress. Toulon still displays the tri-coloured flag under Marshal Brune, and great excesses have been committed in raising contributions in that neighbourhood.

On the 13th, Marshal Murat, who is at Toulon, sent his aide-de-camp, Lieut-general Rosetti, to me, to propose his being received on board one of the ships for protection and safe conveyance to England. In reply, I charged this officer to inform Murat, that if he chose to go on board one of the ships off Toulon, in order to receive personal protection, it would be afforded, but that I should not enter into any engagements with him as to his destination leaving that point to be settled by reference to England.

I have this day heard, that Murat, finding (on the return of his officer) he would not be received on board a British ship on the terms which he proposed, has left Toulon, taking an eastern route towards Piedmont.

Boyne, off Marseilles, July 24, 10 *P.M.*

I hasten to communicate to you, for the information of their lordships, that I am this moment returned from the pass of Olioule, whither Major-general Sir H. Lowe and myself, accompanied the Marquis de Riviere (his Majesty's lieutenant in these provinces) this morning from our advanced post, to receive the adhesion of the officers of the army and navy at Toulon, which was tendered to the Marquis, and the white flag hoisted under a discharge of one hundred pieces of cannon, and acknowleged by one of my frigates off the harbour.

Boyne, off Marseilles, August 1.

Their lordships will be informed by my last letter of the 24th July, of the arrangement made on the 24th between the Marquis de Riviere and Marshal Brune.

The non-performance of the stipulated removal of Marshal Brune, and the disaffected regiments, has occasioned a correspondence between General Sir Hudson Lowe and myself, and the Marquis de Riviere: which was this morning happily terminated, by Marshal Brune delivering himself into the hands of the marquis, to be sent, accompanied by his aide-de-camp, to Paris.

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* Boyne, Impregnable, Pompée, and Bombay.

The most evident good-will prevails amongst all classes of people, immediately about us: and I have no doubt but Toulon will feel immediate benefit from the removal of Marshal Brune.

I cannot close my letter without expressing, in the strongest terms, the high satisfaction and pleasure I have experienced in serving with Major-general Sir Hudson Lowe, from whose active intelligent mind the service has derived every advantage.

Boyne, off Marseilles, August 2.

The Marquis de Riviere's letter this moment received, announces the actual departure of Marshal Brune, accompanied by an officer, as before mentioned.

Copy of a Letter from the Hon. Captain Aylmer, of H.M.S. Pactolus addressed to Admiral Viscount Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

MY LORD, *H.M.S. Pactolus, in the Gironde, July 24.*

I have the honour to transmit an account of the proceedings of the squadron since my last letter of the 14th of July.

Considering that the first object of entering this river was, to secure the retreat of his Majesty's ship in case of a reverse, and having learned that the posts of General Clausel had extended the whole length of the river from Bourdeaux, and that, from the heavy force at his disposal, the tri-coloured flag was flying immediately beyond the range of our guns, we were extremely anxious to ascend the river, so that we might continue to threaten his detachments, and, at the same time, throw ourselves as much as possible into the centre of the population; but it was, however, necessary, in the first place, to secure the defences of the river, and the exertions of the two ships were necessary to that effect, as the enemy was close at hand (both on the Bourdeaux, and the side of La Charante Inferieure) and our force a small one.

The destruction of the batteries was necessarily a very delicate measure, and one which the people, however loyal, were naturally alarmed at; but, from the exertions and conciliatory representations of the Count de la Tour, and the Baron de Montalembert, together with the promptness with which the service was followed up, we succeeded in completely destroying every piece of cannon that operated in the smallest degree upon the communication of the river.

The forts of Verdun, Royan, de Lousac, and Miché, were completely dismantled, and nearly seventy pieces of heavy artillery (mostly French thirty-six pounders), including in that number a great many mortars, were completely spiked, and their carriages rendered useless. The fort on point Negro, which did not so immediately command the passage, was not touched.

At this time, Comte de la Tour and myself entered into a negociation with Gen. Clausel, and for that purpose I despatched Captain Palmer to him. On Sunday, the 16th, every thing having been arranged for organising the people of the district we left, we ran farther up in the neighbourhood of Castellon, where there was another battery, and a French post with the tri-coloured flag; when I received a despatch from General Clausel, formally announcing to me the armistice that had taken place at Paris, and expressing a wish that it might operate here. From the tone of the communication, I considered that there was a good opportunity for continuing to treat with him, and did so till it ended in the general sending for Count la Tour, the Baron de Montalembert, and Captain Palmer, who are now at Bourdeaux, arranging the national guard, and preserving the internal tranquillity of that city.

Throughout the country, the white flag is now flying, and the enthusiasm and joy of the inhabitants cannot be better described, than by the letter I have just received (and which I enclose) from Captain Palmer at Bourdeaux, who throughout has been extremely active, and by his judgment, very serviceable indeed to the cause we have been engaged in. The greatest cordiality has existed between the French gentleman employed on this service and myself; and their despatches I have forwarded to Lord Bathurst by the Larne, who brings this letter to your lordship.

I have deemed it proper, with the advice of the Baron de Montalbert, to continue Captain Palmer at Bourdeaux, to assist in making the arrangements for the quiet and order of the city.

A French ship, laden with cotton and copper, from the Mississippi, has fallen into our hands whilst lying in the river, but Captain Palmer, with myself, considering that it would favour the cause greatly, and convince the people of the good faith of the squadron, we consented to let her pass up the river; the loyalty of the inhabitants we thought strongly meriting this step. I have the honour to be, &c.

F. W. Aylmer,

Captain.

SIR, *Bourdeaux, Saturday night, July 22.*

We arrived here (the Baron Montalembert, the Comte la Tour, and myself,) late this evening, and immediately proceeded to the house of General Clausel. We have just returned from this meeting, and every thing has been settled in the most satisfactory manner. The troops lately under Buonaparte have left the city, except a few, who will be disposed of as soon as possible. These are mostly in the Chateau Trompette, away from the opportunity of producing much mischief, or quarrelling with the inhabitants or national guards; which latter are completing, both cavalry and infantry, with the greatest zeal and activity, and will, in a few days, be very formidable, as well from their numbers as their devotion to the royal cause. For the most part the soldiery have broken up, separated, and returned to their homes; and every step has been taken for the peace of the surrounding country. A despatch is now closing for the Duke d' Angouleme, who is in Toulouse, and his Royal Highness may be expected in a very few days.

I cannot give you in writing an idea of the enthusiastic feeling that pervades all ranks and descriptions of persons in this city. While I write you, the hotel at which we lodge is surrounded by an immense populace, and shouting, a thousand times repeated, "*Vive le Roi,*" "*Vive Wellington,*" "*Vivent les Anglois,*" &c. &c. The whole city is illuminated. The windows and balconies are filled with busts of their sovereign and the royal family, while groupes of the citizens are every where dispersed about the streets, singing and playing the most loyal and popular airs, expressive of their love for their king and their joy at his return.

They have long been prepared for this; but the white flag, which is now flying from every house, was hoisted only to-day at the castle, and the feeling of the people, so long suppressed, has now broken forth with increased energy.

Our passage up the river was very interesting: for seventy miles along both banks one feeling of loyalty appeared to prevail, except where the soldiery, just breaking up from their several posts, awed and restrained it. From the tops and branches of the trees, the country-seats, the villages, every where the white colours and the fleur de lis were to be seen. As our barge approached the city, the people poured down along the quays and river side, cheering and welcoming us. Indeed, such was the throng, it was with the utmost difficulty we could press on, or make our way through the caresses of the people.

I am happy to say that, amidst all this enthusiasm, nothing like violence or tumult has occurred. The rejoicings are to continue some days, but every hour now will strengthen the police of the city, so that there is not the smallest apprehension to be entertained.

I have, &c.

To the Hon. Capt. Aylmer, Pactolus. Edm. Palmer,

Captain.

Promotions and Appointments.

Admirals and Captains appointed on Peace Establishment.

Rear-admiral John Harvey to be commander-in-chief on the Jamaica station.

Sir Benjamin Hallowell, K. C. B. to be commander-in-chief on the Irish station.

Sir George Cockburn, to be commander-in-chief at the Cape of Good Hope, including St. Helena.

Sir Archibald Dickson, to the Rochfort; John Mackellar, to the Romney; W. M'Culloch, to the Ganymede; James Walker, to the Albion; John Clavel, to the Orlando; Thomas Forrest, to the Ister; D. Dundas, to the Tagus.

Lieutenants C. Foote, Henry Maigny, to the rank of commanders; and Lieutenant T. Carter, to the rank of Commander, and to the Rinaldo.

Lieutenants appointed.

James Rattray, to the Childers; Houston Stewart, to the Royalist; Charles Ogle, to the Ramillies; J. Gore, to the Saracen; Charles Andros, to the Perseus; B. J. Bray, to the Brune; Samuel Edward Cook, to the Driver; Henry M. Cunningham, to the Racoon; Samuel Collis, to the Urgent; Richard Crosley, to the Rota; John B. Dundas, to the Lacedemonian; R. Ede, to the Ganymede; John Franklin, to the Faith; A. W. Forbes, to the Saracen; Philip T. Horn, to the Vengeur; James Henry Hunter, to the Cherub; John Hawkey, to the Cyrus; Edward Buller Hicks, to the Tigre; George Henry Jenkin, to the Ceylon; R. W. Innes to the Rifleman; Walter Kirby, to the Rota; W. P. Wade, to the Saracen; T. Leigh, to the Havoc; Charles Lambert, to the Pincher; John Lane, to the Pelter; George Lowcay, to the Meteor; R. S. Man, to the Ister; C. R. Melbourne, to the Ister; J. M'Courland, to the Ister; H. C. Mercer, to the Puissant; William Nearne, to the Hyacinth; H. Ogilvie, to the Nightingale; Edward Palmer, to the Saracen; George Robinson, to the Morgiana; David Rice, to the Meteor; J. P. Sanderson, to the Tagus; Peter Start, to the Grampus; Mark H. Sweeney, to the Northumberland; G. Sandford, to the Harrier; W. P. Wade, to the Saracen; Augustus Woodward, to the Alert; Charles Wyrille, to the Tagus; P. F. Warren, to the Northumberland; William Woodley, to the Hope; Ebenezer Winton, to the Rinaldo.

Surgeons appointed.

John M'Leod, to the Ville de Paris; Alexander Gillespie, to the

Racoon; Daniel Macnamara, to the Shark; R. Griffiths, to the Romney; M. Cockburne, to the Lacedemonian; John Cullan, to the Redpole; Charles Miller, to the Ganymede; John Cunningham, to the Rochefort; Wm. Hamilton, to the Vengeur; Charles Linton, to the Towey; James Smyley, to the Harrier; S. S. Hasted, to the Rivoli; Luke Nagle, to the Spencer; Charles Thomas, to the Ramillies; Richard Daly, to the Albion; John Stokoe, to the Antelope; Robert Johnstone (2), to the Le ; James Arnol, to the Alert; Thomas Jackson, to the Conway; George Branden, to the Heron; Wm. Price, to the Madagascar; Emanuel Lazaretto, to the Queen Charlotte; Edward Tudor, to the Bulwark; Mark Thompson, to the Iphigenia; A. B. Sanderson, to the Orlando; James Praigne, to the Euphrates; John M'Millan, to the Tigris; George Johnstone, to the Rifleman; Thomas Hunter, to the Bacchus; George Smith, to the Surly cutter; Wm. Coulthred, to the Tagus; W. H. Trotman, to the Ister; James Carmickshank, to the Childers; Joseph Dallaway, to the Dwarf; Robert Riddel, to the Orontes; Alexander Gillespie, to the Racoon.

Masters appointed.

N. Johnstone, to the Scylla; J. Bertie, to the Florida; J. Mayne, to the Primrose; D. Gossman, to the Doterel; J. Barrie, to the Rota; W. Johns, to the Liffy; S. Sheppard, to the Dispatch; J. Town, to the Romney; R. Beadnell, to the Tagus; A. Shennon, to be supernumerary master at Woolwich; H. Smartley, to the Rochfort.

Midshipmen promoted to be Lieutenants.

William Paterson, Robert Snow, Isaac Bramwell, Peter Shuttleworth, George Coleman, Michael F. Cosmahan, James Jones (2), John Hicks, James George Gordon, George Shennan, Charles Robinson (2), Robert Ramsay, Edward Dennis, Andrew Brown, George Mudge, Robert Mudge, Charles Martin, Alexander Ross, Robert Towers, Andrew Brown, William Vale, Thomas C. Dyball, William Parsons (2), Josias Drew, William Irvine Johnstone, Philip Bowden, John Bugden, William Henry Leaver, William S. Simms, George Blake, Henry Randall, George Crockatt, William Lye Tucker, James Guttery, James M. Wood, James Pulling, James Romley, William Radford, Jonathan Butcher, Philip C. Martin, William Smart, John Stubbin, John Wilson (2), John Thompson (2), John Stephen, David Price (2), Henry Winton, Richard Rouse, John Francis Cook, William Wilkinson, George Woolcombe, Henry Mechi, Samuel Berrington, John A. Crooke, John Pigot, James Carfue, William M'Farlane, John Johnson (3), Samuel Eborall, William White (2), Henry Reed, Charles A. Ross, Frederick D. Rovereau, Edward Hunsdon, George Howes, Charles Newbolt, William Henry Oldmixon, William Thomas Strettel, Robert Wall, Charles Ingram, Hugh Hunter, William Rhend, Henry Davis, William Houghton, James Thomas Yeates, Joseph Cammelere, William Crellin, James John Ford, William Sheppard, James Thomas Nicholls, Bender Sharwell, James Ashley, Henry Grey, William John T. Hood, Edward Yelland, Alexander Wilding, John Wheeler, Henry J. O. Callagan, James Inglefield Sullivan, John H. Wall, John Poore, Samuel Selby, John King, Arthur Grose, James Hunter, John Fuller, James B. Gulliver, Thomas Fisher Stead, Charles Merriman, Thomas Pearson, Thomas Hallahan, John T. Elston, Henry William Mason, Robert B. James, George Reed, George Gray, William Rodgers, Henry Hill, John Gilmore, John Simkin, William C. Burbidge, Edward Nichols, Francis Wollams, Charles Whadeson, Edward P. Bedwell, Walter Watkins, John Bluett, Edward John Johnstone, Hugh Price, Stephen Radcliffe, Henry Fisher, Charles Taylor, Edward Collins, Nicholas Sumpster, Francis G. Farewell, Thomas Jackson, Thomas Preston, Thomas Harriett, John Thomas Lamb, Richard John Bower, Alexander Shillingforth, William Chivers, Henry Williams, John M. Bate, Henry Thresher, William Huntley, Edward Drew, James Craig, Robert A. Jackson, T. Eartley, William Selby, John Hare, William Edwin, Thomas Richard Watson, John Todd, Francis Blair, Robert L. James, John Knight, John George Francillon, James Reynolds, Francis Harris, Samuel England, Christopher James Bell, Orlando H. Wilson, James H. Forbes, David G. Davis, Samuel Peacock, John Boulter, Richard Henry Pringle Stokes, Edward Portlewaite, Richard Andrew Hughes, William Brown, James Newton, William Allen Josiah Oake, George Robert Kettee, William Hungate, Thomas H. Howe, Æmelius Simpson, Richard Bugden, John Gray, Draper Samuel Connor, Philip Harvey, Timothy Parsons, George Mitchell, Thomas Smith, James Crisp, Henry Church, Francis Henley, George Charles Oliver, John Reid, William Harvey, William F. Parker, Robert Nicholls, Henry Charlton, George Tomlinson, James Rorstone, William Hunter, David Henderson, Richard Foreman, James Gordon, Edward F. Caulfield, Robert Butcher, Edward Walker, Richard James Morrison, Alexander W. Forbes, Nicholas Corry, Charles W. Sanderson, Charles Fairbridge, Julius J. F. Nowell, George Elvey, Roger B. Teed, William Hubbard, George Henry Ayton, William March, James M‘Kean, Arthur Corbett, James Marshall, James M‘Dowall, James Senior, James Stewart (3), Nicholas Troughton, Matthew Munro, Joseph Maynard, Thomas Saumarez, William Whitehead, William Philips, Hugh Somerville Head, John P. Philips, Thomas Rogers, John Grant, William Kirby, Charles James Adams, Samuel Whitecomb, Robert Card, Charles A. Allen, Frederick Pragnall, Cecil Tufton Phelps, Benjamin Hart, William John Williams, J. R. Blois, Henry Ogle, William J. O'Droger, Daniel Geal, Edward Young, George C. Gambier, William Gwyn, William Ball, Adam Corbett, John Davis, Edward Keane, Dominick Canty Frederick Hammond, James Coombe, John Philips, Adrian Howorth, William Bryant, Robert Robinson, James S. Hore, Robert P. Bingham, John Pascoe, Peter Drummond, Henry Boyle Crooke, Henry Perry Dickins, John Kenderline Augustus Arabin, Edward Pitts, George Jackson, George C. Cory, Sydney King, William Knocker, William Cartwright, Thomas Colebrook, George Craggs, George Dew, James Irwin, John Hardwick, Matthew C. Seymour, Edward Loveday, John William Crispo, William Kelly, Henry Courtnay, John Robertson, Timothy Curtis, George W. Cotgrave, Charles Creswick, Townley W. Douglas, Frederick Rodgers, Edward Fayermann, John Seaton, Thomas R. Snow, John Stevens Murray, F. W. Brookholding, Alexander Shairp, Henry Stroud, Thomas Hill (2), James Govett, Edward Grant, Chapman Wise, William G. White, Nicholas Clark, T. V. Watkins, George Ward Cole, William Webb (2), F. J. C. Evans, William George Martin, Mark Pettet, William Hewitt (2), Richard Bower Betheune, J. Walker, Charles Blood, James Sauderson, William Palmer, Frederick A. Stewart, James Skene, Robert H. Archer, Frederick Gosling, J. Burnet Dundas, Robert Aichison (2), Henry Bowden Forlesso, William A. Usher, George Henry Jenkin, T. Spencer Woilett, George Crosby Yeo, Thomas A. Croke, William Auley, Henry Forster, William Swainson, Allen M. Williamson, Joseph Wright, William Henry, H. Bathurst Matthews, Thomas Dutton, Alleyn Evanson, Frederick William Beechy, Thomas Simpson, John Ringcoine, B. Macnamara, Samuel Peacock, J. D. Stoddart, H. M. Cunningham, John Cookney, Thomas Kinney, John Church, Arthur Short, William Pridham, George Sarrat, Adam Gordon, George Peard, Lewis Cramer, C. H. Masterman.

List of Midshipmen passed for Lieutenants.

Sheerness.—H. King.

Portsmouth.—J. Easterbrook, C. Brown, J. Elvin, L. David, F. Gelly, C. Howell, T. Woods, C. Blatchley, D. M'Kellar, J. Crockatt, R. Honywood, G. M'Donald, C. Hiller, H. Hodder, T. A. Lewis, H. M. Short.

Plymouth.—N. Alexander, T. Hallowen, B. Haven, H. Tause, J. Richards, T. Cheape, W. Dawson, J. E. Evison, W. Shallard, P. Jameson, J. L. Parkin, H. Wallace, H. Gossett, G. W. Tomlin, A. W. Duncan, W. Dawson.

Pursers appointed.

James Dupree, to be purser of the Ister; R. W. Sheegan, to the Romney; J. Francillon, to the Rochefort.

BIRTHS.

Lately, the Lady of Rear-admiral Sir H. Bayntun, K. C. B. of a daughter.

On the 25th August, at Chelsea, the Lady of Captain Butterfield, R. N. of a son.

On the 26th August, in Devonshire-place, the Lady of Rear-admiral Scott, of a son.

MARRIAGES.

On 27th July, Captain Sir Charles Wm. Chalmers, Bart. R. N. to Isabella, widow of the late T. Scott, Esq. of Calcutta.

Lately, Mr. Morton, purser of the Alban, to Miss Carey, of St. George's Square, Portsea.

On 3d August, Sir Alexander Hood, Bart, son of the late gallant Captain Alexander Hood, who fell in the Mars, and nephew of Sir Samuel Hood, late commander-in-chief in the East Indies, to Amelia Anne, youngest daughter of Sir Hugh Bateman, Bart. of Hartington Hall, Derbyshire.

Lately, Rev. H. L. Mansell, to Miss Margaret Moorsom, daughter of Vice-admiral Sir Robert Moorsom, K.C.B. of Cadogan-place.

Lately, at Vere-street Chapel, Oxford-street, by the Hon. and Rev. Thomas Monson, Rear-admiral Sir John Beresford, to Harriet Elizabeth, youngest daughter of Henry Peirse, Esq. M.P. of Bedale.

Lately, C. T. Phelan, Esq. purser of H.M.S. Inconstant, to Miss Sarah Dowling, of Herburne, Hampshire.

DEATHS.

On the 31st of May, 1814, in America, in consequence of the wounds he received in the engagement between the British under Captain Popham, and the Americans, at Sandy Creek, Lieutenant Patrick M'Veigh, of the royal marines, son of Mrs. M'Veigh, of Newry, a young man who had given every promise of becoming an ornament to his profession, and comfort to his parent and friends.

On 30th July, at Ryde, in the Isle of Wight, after a very short illness, Vice-admiral William Albany Otway. He had suffered several attacks of the Walcheren fever since he returned from that expedition; indeed, it is believed by his friends, that he never perfectly recovered from it.

On the 6th August, Mrs. Robins, wife of Lieutenant F. L. Robins, R.N.

On the 12th August, at Putney, Mrs. Losack, wife of Captain Woodley Losack, R.N.

Lately, at Helston, Captain Bryan, R.N.

On the 12th August, at Portsea, Mr. Brand, purser R.N.

On same day, suddenly, Mr. Bell, midshipman of H.M.S. Tagus.

BIOGRAPHICAL MEMOIR

OF

JOHN WESLEY WRIGHT, Esq.

CAPTAIN* IN THE ROYAL NAVY.

"Gwr yn erbyn y byd."

[Continued from page 117.]

AT the commencement of our memoir of the late Captain Wright, we expressed our regret at the non-arrival of any answer from that branch of his family to whom we had addressed our biographical queries, which rendered the account of Captain Wright's early life and services more brief and conjectural than we are accustomed to proceed on—but the time was peculiarly favorable to our notice of him—and as we then, by implication, drew on the indulgence of our readers for the consequent imperfection of that part of our memoir, we now entreat the like favour for the following *extra ordinem* supplement, with its corrections.

Captain John Wesley † Wright was born on the 14th of June, 1769, at Cork, in Ireland, as we have before related; his father being descended from an ancient and respectable family in Lancashire, and his mother, of Hampton Court, Middlesex. His father's professional duties having called him to the island of Minorca, he was there, under the eye of his parents, carefully instructed by the best masters in music, French, and drawing, in the two former of which studies he particularly excelled, and from which, in his subsequent captivity, he derived most essential benefit. He may be said to have been nursed in the very lap of Mars, and from his infancy tutored in his stern and rigid school of enterprise and honor; for we are told, that, at the early age of ten years, he was placed by the Hon. General James Murray as ensign or volunteer in the 61st regiment. He, however, did not remain above a year thus posted, having acceded to a proposal made to him by his father of entering the navy, and at the age of eleven years, he was placed with Captain (afterwards Sir Roger) Curtis, who then commanded the Brilliant frigate at Minorca, as volunteer.

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* We are assured that Captain Wright was, subsequently to his second capture, although no court martial had been previously held, advanced to the rank of post captain.

† We have erroneously spelt the name Westley, Captain Wright having been named after the celebrated preacher, JOHN WESLEY.

In this ship, and under the especial care of Lieutenant-colonel Campbell, R. M. of the Brilliant, Captain Wright commenced his nautical studies; his disposition mild, but firm and decided, with a docility of mind which rendered his acquisition of knowledge, general and professional, rapid and extensive.

The following anecdotal account of him, while in the Brilliant, is communicated to us by his father:—

" After the first cruise, of about a month, from Mahon, Sir Roger told me, that my son had acted as an active good little officer ought to do.

" I called on my friend, Lieutenant Parker, of the navy, on his return from the siege of Gibraltar, where he had been employed in forwarding supplies to the place, to inquire after my son; he told me he was the most active and spirited little officer he ever knew. This account was corroborated by another officer, who accidentally called on Lieutenant Parker at the time.

" During the siege, he was always by Captain Curtis's side, and acted as a little aide-de-camp.

" A party of seamen, commanded by a lieutenant and Mr. Wright, were ordered into a battery to relieve a party of soldiers, who were very much fatigued. When they got opposite to the battery, the lieutenant ordered them to halt. Mr. Wright, perceiving the lieutenant to hesitate, went up to him, and asked, why he halted, and why he did not go into the battery?—The lieutenant replied, he had not received orders to go in. Mr. Wright then said, ' Sir, you read the order in the order-book.'—' I think,' said the lieutenant, ' General Elliot should come and give me orders himself.'—' Oh!' said the little fellow, ' let us go in at once.'—An aide-de-camp happened to over-hear this conversation, and reported it to General Elliot, who came up to the party, and asked who commanded it. The lieutenant said he did. The General asked if he had any other officer with him.

He replied in the affirmative, and pointed to Mr. Wright. The General then called to him, and ordered him to take his place to the right, and sending the lieutenant to the left, made Mr. Wright march the party into the battery, which he accordingly did."

When the Spanish Junk ships were blown up, Mr. Wright was employed in saving the Spaniards.

On Captain Curtis's return home with Lord Howe (at which time he was knighted), Mr. Wright was taken by Sir Charles Knowles on board the St. Michael, and remained with him until Sir Roger Curtis returned, when he again removed into the Brilliant, in which ship he remained until the end of the war.

The Brilliant having been paid off at the re-establishment of peace, in the year 1783, Mr. Wright was sent by his father to Mr. George Barker's Academy, at Wandsworth, where he prosecuted his former studies for about two years, when, the peace presenting no prospect of advancement in the naval profession, he was advised by his father to turn his mind to mercantile pursuits, and was placed by him in the Counting-house of an eminent merchant in the City.

Mr. Wright having by his assiduity gained the confidence of this gentleman, he was at a very early period entrusted with an important commission to Petersburg. He resided five years in Russia, during which time he acquired a thorough knowledge of the language, visited Moscow, and many other parts of that country, and having executed his commission to the entire satisfaction of his employers, he returned again to England.

But although he thus faithfully and diligently transacted his mercantile business, it had not divested him of his martial inclination. Having one day met with a friend (Captain Macarthur), who had known him at Gibraltar, he was asked if he felt inclined to resume the profession he had originally engaged in with so much honour to himself, as, if he were so disposed, his friend would introduce him to Sir Sidney Smith, whose secretary had just then quitted him, and a situation was vacant on board the Diamond, which Mr. Wright's qualifications rendered him highly eligible to supply; the offer was accepted, and the post obtained; and from that time until the day of his death, his attachment to that distinguished warrior was ardent and inviolate.

From the period of Mr. Wright's entrance on board the Diamond, nothing of notable importance, not already related, occurred, until the period of his first captivity, the particulars of which is thus stated in a letter to a friend*:—

Paris, December 6th, 1796.

Seven months of captivity has indeed broken off almost all means of intercourse between us, but it has not blunted the remembrance of my friends at home. I still retain a grateful sense of the sincere interest which I know you all feel in whatever personally concerns me.

For nearly three months previous to my capture, I had few opportunities of writing to my friends; many interesting events, therefore, which have occurred since we parted, must remain undescribed till we meet, or at least till I shall be under less inauspicious influence. It may be useful, however, to give you some idea of our expedition and misadventures, it will correct some false impressions which have gone abroad, and which, in fact, have been circulated by the enemy.

Sir Sidney Smith and myself are treated in a manner which has no parallel in military history. The enemy endeavour to justify this treatment, by affixing to our expedition a motive and character incompatible with the laws of war.

The following is the manner in which we fell into the hands of these barbarians:—

Having anchored on the morning of the 17th of April, in the outer road of Havre de Grace,† with the Diamond alone, we discovered at anchor in the inner road an armed lugger. A project was immediately conceived of boarding her in the night by means of our boats. In justice to the merit, and indeed necessity of this project, in a national point of view, it is necessary to inform you, that this was the only remaining vessel which continued to annoy the English trade within the limits of our squadron. She had been recently equipped at Havre; carried ten three-pounders, and 45 men; was commanded by a bold, enterprising man, with a private commission, and sailed so well in light winds, as to have more than once eluded the pursuit of our frigate, when returning from the English coast. Her first depredations on our trade were of a magnitude to warrant the risk of a small sacrifice in her capture; and Sir Sidney had established it as a point of honour in his squadron, that an enemy's vessel within the limits of his command should not even pass from port to port.

The force employed in our enterprise consisted of the launch, armed with an 18-pounder carronade and muskets, four other boats with muskets, including a two-armed wherry, in which Sir Sidney commanded in person, and carrying in all 52 persons; *viz.* nine officers, six of whom were from 12 to 16 years of age, three servants, and 40 seamen. We were all volunteers; were disposed to surmount all obstacles that should oppose our purpose ; not a breath of air—not a ripple on the water: the oars were muffled, and every thing promised the happiest success. We quitted the ship about ten o'clock, preceded by Sir Sidney Smith in his wherry. Arrived within sight of the Vengeur, we lay upon oars to reconnoitre her position, and to receive definitive orders. This done, we took a broad sheer between her and the shore, in order to assume the appearance of fishing boats coming out of harbour, and thereby protract the moment of alarm : in this we succeeded beyond expectation, and afterwards rowed directly towards her, reserving our fire till she should commence the action. This happened after hailing us within about half-pistol shot ; the boats returned it in an instant, and within less than ten minutes we had got possession of the vessel.

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* For this extract, at page 5 we have made a reference to our XVIIIth Volume, but as to such of our readers who may not be in possession of the Volume, the reference would be useless, we have, considering it of material interest to the memoir, given it again, although such repetition be contrary to our usual custom.

† See the chart of Havre, given at page 151 of this Volume.

It was now that we first discovered our difficulties. The enemy had very wisely cut their cable during the action, the vessel had therefore been drifting towards the shore all this time. On perceiving it, we sought in vain for a second anchor heavy enough to hold her against the strength of a very rapid tide, that rushed into the Seine. All the boats were sent a-head to tow, and every sail was set ; but it was all in vain. After all these fruitless efforts, we tried the effect of a small sledge, without hope of its holding. The vessel dragged it a long way, and at length brought up.

Here, therefore, we lay, anxiously expecting day-light, to discover the extent of the evil we had to encounter, or for a propitious breeze to assist our escape. Day-light at length appeared, and terminated our suspense. Our position was in the last degree critical : we were half a league higher up the river than Havre, the town and harbour of which was now in motion, in hostile preparation. Nothing now remained for us, but to make every possible preparation on our parts for a desperate and unequal conflict. The vessel, however, was destitute of every material article of defence, such as grape shot and match. There was not a single round of the former, and the latter was so bad, that it would never fire upon the first application. It was resolved, however, to fight as long as the lugger would swim, in the expectation that, by protracting our surrender, a prosperous wind might deliver us, even in the last extremity.

All Havre was now in motion to attack us—some shot had reached us whilst we were in the act of discharging our prisoners, and sending them on their parole to Honfleur; for, with his usual humanity, Sir Sidney Smith proposed to send them away clear from the dangers of a battle in which they could not co-operate. They received his kindness with gratitude.

The attack now commenced. We got under weigh to attack a large lugger which was advancing, whilst the boats were detached to rake her with grape-shot and musketry. The result was, that she sheered off. We had not, however, escaped clear; her grape and musketry had considerably disabled our rigging, and wounded some of our best men : your young friend Charles B. was among the number. This action was scarcely over, when we were surrounded on all sides by a variety of small craft, crowded with troops ; and another action immediately commenced, more desperate, and more unequal than the former. Sir Sidney ordered all the muskets to be collected and loaded, and made such a distribution of them, that each man was enabled to fire several rounds without the necessity of reloading; the midshipmen reloaded them as fast as they were discharged. In this manner an incessant fire was kept up for some time. No breeze, however, appeared, and resistance was evidently in vain, as the country was assembling—In a word, we were compelled to surrender.

In addition to the above supplemental information respecting Captain Wright, we have been favored with the following letter relative to Sir Sidney Smith's imprisonment in the Temple:—

Copy of a Letter from Mr. P. A. of Constantinople, Merchant, to I. S. S. Esq. dated,

DEAR SIR, *London*, 2 *March*, 1798.

A late fellow prisoner of Sir Sidney S. may, I think, lay a claim to your friendship, in addition to the cordial intimacy that so long prevailed uninterrupted between us. You will, no doubt, be surprised at this style of address from me. But, marvellous as it may appear, it is not less true, that I shook hands with my worthy and honored friend Sir Sidney, as late ago as the 17th *ultimo*, in the Tower of the Temple, where I myself have been confined upwards of three weeks, and whence I was taken out on that day to be hurried out of the French territories by way of Calais, under an armed guard. It might be not unentertaining to you to be acquainted with all the circumstances that accompanied me into that place and out again; but as the fate of so near a relation as Sir S. must be the first object of your solicitude, I defer until a future opportunity a detail of my own adventures. I was not an hour under the same roof before I contrived to let him know, that the person who once assisted in winding a turband on his head in Turkey, had just become a fellow-lodger: you may conceive his surprise! It then became his business, as patriarch of the district, to bring about a meeting; which he so well accomplished, that we had frequently many hours of unconstrained conviviality, and sometimes with a small and select party of fellow-captives. It will doubtless be matter of satisfaction to you to know, that the infamous system which the miscreant rulers of that wretched country have universally set up, serves to defeat the very ends its authors propose to themselves; and the vilest agents of their iniquities learn to turn the trust officially reposed in them to their own private advantage. Thus we often found means to join in contemptuous ridicule of our despicable tyrants. I found Sir S. in as good health and spirits as it is possible to preserve under similar circumstances, and infinitely better than I had been taught to expect; and I left him equally hearty. His patience and fortitude are superior to all that the malice of those barbarous freebooters can invent. On the 14th, Captain Coates, R.N. and his secretary, Fisher, with three French commissaries for prisoners of war, were permitted to see him in the Temple; when certain explanations took place, and Captain Coates was endeavouring to obtain some indulgences and privileges for him: but I doubt whether he will succeed. On my arrival in England this day week, I devoted my time to see and consult the principal members of your family, and other friends, about Sir Sidney. I have more than once been with Lord G. and Earl S. on the same object; and I will not remit my exertions to serve him to the utmost. I have a dawn of hope that something will be done effectually; at least I have the assurance to that purpose of some persons of influence on whom much may depend. You will for the present keep what I have said as to the intimacy of my intercourse with Sir S. in the Temple, entirely to yourself; as the publicity of it might be very injurious to him. You may have been apprized of Captain Bergeret's trip to Paris, on parole, the object of which was to endeavour to effectuate the exchange of himself for Sir S. His endeavours have been as fruitless as I expected; and he is to return very soon. He has too much worth and honour ever to gain influence with the lawless villains who rule that country with the rod of despotism. Even the mask of honesty and virtue is scouted under the present *theo-philanthropic* system. I did intend to write you more circumstantially, but a multiplicity of little cares of my own, and some more important ones, for which my time is required, oblige me to adjourn that intention, and conclude with assurances of the sincere esteem with which I am,

Dear Sir, &c. &c.

P. A.

Having now supplied the deficiencies in the early part of our memoir, we shall resume the thread of our narration, from the period of Mr. Wright's arrival in London, after his escape from his first imprisonment in the Temple.

WHEN mutual distrust, between the Executive Directory of France and General Buonaparté, had attained its utmost pitch after the famous Italian campaigns, an ultra-marine expedition was devised as the anodyne for revolutionary irritation. The pentarchal committee adopted the project as an assured eclipse of the obnoxious warrior; who, on his part, was not averse to place his person and speculations beyond the reach of *Parisian* police. A project, long preserved among the *arcana* of the French monarchy, was brought to light: and the flower of the army, with the scum of the nation, became engaged in the colonization of Egypt.

The issue of that swarm from the Gallic hive fixed the early and anxious attention of the Othman Porte, in common with the inhabitants of all the shores of the Mediterranean sea, who were in a state of universal agitation, according to their hopes or fears as to the place where it would settle. Notwithstanding the subversion of the Order of St. John-of-Jerusalem, the constitutional foe of the Crescent, was the first feat of this armed migration, an event which would have filled the Levant with joy and thanksgiving in other times; yet it was now perceivable that the bias in favour of France, which had, throughout the war of the revolution, characterized the feeble neutrality of Turkey, was not proof against the well-founded suspicion, that the modern crusade had an oriental destination. In short, the public mind took such an antigallican direction, that as early as the beginning of July, 1798, before the ultimate object of the armament was no longer equivocal, the English representative at Constantinople was enabled to apprize his colleague at Naples, that the circumstances of the times were, at length, rapidly tending to open the eyes of the *Divan* to the danger with which the Othman empire was menaced from the French arts and arms; and to disclaim, in direct terms, the insinuations that had gone abroad, of the enemy's projects being in any degree countenanced by the Porte. That, on the contrary, all eyes were anxiously turned to the English fleet for safety and for succour; that the appearance of our flag in the Levant Seas would be hailed as a propitious omen for the empire, and vouching for the existence of such sentiments in the Emperor himself. The commander-in-chief was also assured, from the same quarter, that, should the pursuit of his adversary render the Levant a theatre of war, he might expect co-operation on the part of the Turkish government, towards the destruction of a common enemy. In fine, a wholesome dread had seized the *Divan;* and a fanatical antipathy against the French name possessed the lower orders, which, it is hardly less strange than true, was not confined to the Turkish nation, properly so called, but was more or less common to the people at large, without distinction of sect. Such was the first fruit of this unexampled aggression.

The insidious talents of Talleyrand have been so often displayed, and are now so well known, that the minister who should be the dupe of them must be most reprehensibly incautious, or his sagacity most disqualifyingly superficial.—The following incidental specimen is contained in an extract of a despatch from that minister to Citizen Ruffin :—

Extract of a Despatch from Citizen Talleyrand, to Citizen Ruffin, the French Chargé-d'Affaires at Constantinople; intercepted after the latter was arrested and placed in the Castle of the 7 Towers, by the Turkish Government; dated in August, 1798.

" I am now going to develop and explain to you the motives of this silence. The public papers will have given you information of the armament which is prepared at Toulon. It is destined against the *Beys* of Egypt and their *Mamluks*. The Executive Directory, instructed of all the outrages which the French have received, and still receive there every day, and seeing that the Othman government (whose loyalty it will not suspect) is not strong enough to cause them to cease, and to avenge them, will take that upon itself; and the Directory hopes that the chastisement of the tyrants of Egypt will at length oppose a term to the disasters and *avanias** that we experience in Syria, at Haleb, and at Smyrna; and that it will decide the *Divan*, once for all affranchised from the yoke of the *Beys*, to entertain our just claims. You have ample knowledge of all these calamities: therefore I need not enter into a recapitulation.

I feel the sad impression that this event may make on the Sublime *Porte*, although our establishment in Egypt have no other end than to conserve that province, to deliver it from the insubordination of the *Beys*, as well as from the influence which the English have acquired there. The Executive Directory, moreover, views in this event only major facilities for attacking and ruining in India the English, who are the real enemies of the *Porte*, and the only antagonists we have to combat in Europe. This invasion, not of an Othman province, but of a province torn from the *Porte* by rebels, cannot, therefore, become a subject of rupture with that power: at least the E. D. desires that it may not. It desires to maintain and cultivate with her the same relations of friendship and good intelligence which exist since such a length of time: this, their respective interests command imperiously. If the *P.* detaches herself from us, she will soon be the prey of the two imperial courts; and her expulsion from Europe to Asia would deprive us of the advantages which our commerce with the Othman provinces produces. The republic, therefore, is ready to unite itself afresh with the *P.* in the closest manner. A proof of the sincerity of these dispositions will be given by a negotiator who will arrive at Constantinople immediately after the projected expedition. He is charged with the powers and instructions of the Directory, and is the bearer of propositions of various import to the *Divan*. It is difficult not to believe that among them some may be found of a suitable kind. You will see this envoy make his appearance towards the end of *Messidor*, or the beginning of *Thermidor* next. I doubt not but you will second him in this negotiation to the best of your means. You must feel that in this state of things it has been, to say the least, needless for me to answer all your despatches, of which I have accused the receipt above. But I have thought I could not any longer defer instructing you concerning this project, to the end that you may take those measures that your prudence may suggest unto you, for the safety of all the French * at Constantinople, and in the other shipping-ports of the Levant, in case that there be room to fear any fatal explosion on the part of the Turks, when they shall know our arrival in Egypt. I beg of you to give me your opinion on this matter; both as to what there is to fear, and as to the precautions which you may deem it expedient to take, without committing the secret which I have confided unto you.

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* Avania.—Extortion and persecution, colored by the forms of judicial proceedings.—[Ed.]

You ought to have received by Citizen Fleuri two cyphers, which I addressed to the late ambassador, Aubert-Du-Bayet, in *Fructidor* last. I recommend your acknowledging the receipt of them in your first despatch. In the contrary case, you will do well to inform yourself as to what is become of them, and apprize me.

Greeting and Fraternity!

†*ch. M. Talleyrand.*

The active and timely negotiations of the English minister then residing at the Othman Porte, rendered the citizen's despatch quite out of season, and the directorial envoy's mission abortive. This envoy was either Descorches or Sémonville.

The progress of the French expedition after their dextrous seizure of Malta, and the annihilation of their naval armament at Aboukir, by the English squadron under Admiral Nelson, have been already so amply detailed in the Naval Chronicle, and, latterly, so thoroughly exhausted by Nelson's biographers, that we may hasten over that beaten course to the less trodden ground on which it is the professed design of this memoir to conduct the reader. Suffice it to say, that even before the victory of 1st of August, 1798 (*un*topographically styled the battle of the Nile) was bruited in the metropolis, the English legation had been authorized to transmit overtures for a closer connection between the two powers; which proposals were already on the way to London. On the 11th of September, the new political system of the Porte was completely developed by a general measure of reprisal against the persons and property of the French throughout the Turkish dominions, and by the fulmination of a manifesto, couched in terms of extraordinary energy against the Parisian government. During the interval, the enemy had achieved the entire conquest of Egypt; introduced a colonial organization into that extraordinary country, with his peculiar talent and promptitude in administration; and was preparing to carry his arms into the contiguous provinces of the east.

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* All the French were in safe custody at Constantinople at the receipt of this despatch.

† The small c was Talleyrand's peculiar signature.

In the course of the autumn of the year 1798, a treaty of defensive alliance, between Great Britain and Turkey, was so far digested, that its ministerial consummation was retarded only by the less easy arrangements of our Russian allies at Constantinople; to which our's were, by the policy of that day, rendered secondary, although manifestly entitled to priority; and our original negotiations were, by a sort of fiction in diplomacy, reduced into the form of mere accession.

In the official preparations at London for the conclusion of the projected treaty, his Majesty's government resolved to confer a ministerial character upon the naval officer destined to the difficult task of association with Turkish fleets and armies; and he was, accordingly, included in the special full-power, despatched to the King's minister then residing at the Othman Court, as joint plenipotentiary. The officer so selected was Mr. Wright's patron, Sir Sidney Smith, then recently appointed captain of H. M. ship *Le Tigre*; to which ship Mr. Wright was also attached, as (we believe) 5th lieutenant.* As the real nature of Sir Sidney's appointment has been the subject of discordant opinions in the political world, and more especially has been reproduced to public view through a very distorted medium, in a late publication of considerable *weight*; † we feel it our duty to take this opportunity of rectifying the contradictory statements that have been made upon the subject, by reference to the very best authority in our power, and, therefore, offer to the reader's perusal Sir Sidney Smith's own explanation of his mission to his more immediate commanding officer, Lord Nelson, in a despatch, dated :—

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* See list of the *Tigre's* quarter-deck in 𝔑. ℭ. vol. xx. p. 461.

† Clarke and Macarthur's life of Admiral Lord Nelson.

H. M.S. Le Tigre, off Malta, 11th December, 1798.
(26 days from Plymouth, of which 4 at Gibraltar.)

My Lord,—I have the honor to acquaint you, that in pursuance of orders from the commander-in-chief (a copy of which is here enclosed), I proceeded in his Majesty's ship under my command towards Syracuse; leaving the Stromboli bomb, by verbal order from the admiral, to follow, with the Dorothea and convoy, for Minorca. I am ignorant whether the bomb's destination was changed.

Meeting with Captain Ball off this island, and learning from him that your Lordship was not at Syracuse, nor expected there, I have put every thing destined for you, and for the ships under your command, on board the Alexander, except the sails for the Goliah and Audacious, which are delivered on board those ships; and I shall immediately proceed with all possible despatch (having Captain Ball's consent) to Constantinople, there to fulfil the objects of my mission, as his Majesty's Minister Plenipotentiary to the Ottoman Porte, jointly with my brother, at present resident there in that capacity.

Your Lordship will, no doubt, see the policy of annexing diplomatic to the naval rank of an officer destined to co-operate with the commanders of our allies, whose high military titles would otherwise give them pretensions to exercise a supreme command which we could never admit; and the disputing which point, without some other ground, might occasion altercation, and a diminution of that harmony which ought to subsist.

Your Lordship will, I hope, likewise see that the selection of a captain of the year 1783 only, to fill this important post, has been dictated by a delicacy due to Mr. I. S. Smith, who has already brought the affairs in question to a favorable issue, rather than to any undue preference of me to older and abler officers, who have enjoyed the honorable advantage of distinguishing themselves under your orders, but who could not be so acceptable to my brother as his near relative. It shall be my study to shew your Lordship, and all other officers superior to me, whom I may chance to meet in service, by a ready obedience to their orders, that this arrangement will not affect the subordination necessary in the navy, which I have it at heart as much to preserve as any officer in it. Although my instructions, from the secretary of state, do not go to the communication of them to your Lordship, I should have felt myself authorized to have made it in the most unreserved manner, had I had the good fortune to have joined your flag on this station; thereby to have insured that confidential understanding so necessary to the success of our exertions for his Majesty's service. As it is, there are some points so essential for you to know, as the basis of my operations (the means for which I am directed to look to your furnishing), that I have thought it right to send extracts of as much as I can venture to transmit out of cypher.

I cannot conclude without offering my share of the tribute of admiration and gratitude which is so readily and liberally paid to your Lordship and your gallant companions in arms at the Nile, by all ranks of your countrymen. The news arrived before I quitted London, on my return to

Portsmouth; and I was witness to the enthusiasm which animated all descriptions of persons in your praise. The mode of attack, the time, the evident consequences of the glorious event, which you are now occupied in securing, rushed into the mind of every thinking man, and made him exclaim, "*Surely this is the most perfect naval victory that ever was gained by any country in any age!*" I had the particular gratification of reading those parts of your despatches not intended for publication; which enabled me to appreciate the whole affair in its full extent; and which could not but increase the respect and esteem with which I have the honor to be,

My Lord, &c. &c. &c.

(Signed) W Sidney Smith

Rear-admiral Lord Nelson, &c. &c. &c.

In this letter we see the provident delicacy of Sir Sidney Smith anxious to prevent any misconceptions of his mission, or unfounded jealousies of his preferment to it, while his subsequent zeal and success in the effectual discharge of the duties assigned him, amply justified the selection of him for appropriate talent, against the tacit claims of superior rank, or seniority of standing.

The reduction of that establishment which Buonaparte had effected in Egypt, was absolutely necessary to secure the British interests in India; and to the Porte it was no less so, as the subversion of a usurping power, whose pretensions were too grossly insidious to obtain the smallest credit.

With this community of interests, preparations were made in Syria, under the direction of JEZZAR *Pacha*, who was to be supported by an army that was to traverse Asia Minor, the employment of which force in an attack on the frontier of Egypt, was to be favored by a powerful diversion towards the mouth of the Nile; and by the operations of a corps under MURAD *Bey*. Such were the outlines of a plan, the execution of which on the part of England was consigned to Sir Sidney Smith; and he accordingly sailed, in the Tigre, of 74 guns,* from Portsmouth, on the 29th of October, 1798.

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* The Tigre was rated 74 guns, but mounted 80, including two 64-lber carronades on the forecastle.

In the meanwhile, Buonaparte having intelligence that the arrival of Sir Sidney Smith would be the signal for commencing offensive operations, determined to destroy the preparations of Jezzar *Pacha* before they could be brought into combined action with the other forces. The French army destined for this expedition consisted of the following corps:—

		Effective force.
Infantry	General Kleber's division	2,349
	General Bon's ditto	2,449
	General Lanne's ditto	2,924
	General Regnier's ditto	2,160
Cavalry	under General Murat	800
Engineers	under General Caffarelli	340
Artillery	under General Dommartin	1,385
Guides	on foot and horseback	400
Dromedaries		88
	Total	12,895

The train of artillery, which could only be conveyed by sea, was ordered by Buonaparte to be shipped at Alexandria, and Rear-admiral Perrée, with three frigates, were sent to convoy the flotilla, having orders to cruise off Jaffa.

It has been said, that Buonaparte, in this expedition into Palestine, had purposed to take possession of Jerusalem, to rebuild the Temple, restore the Jews, and thus give the lie to the prophecies of the Divine Founder of the Christian Religion.*

In crossing the desert, he first attacked the camp of the Mamelukes, near El Arish, and also the fortress, both which he carried, and continued his laborious march, defiling by divisions at one or two days interval, that they might not exhaust the wells.

The division of General Kleber, having been led astray by his guides, suffered much, and occasioned the like distress to the two divisions that followed him; at length, dying with thirst, they arrived at Kan-younes, the first village in Palestine, and beheld the cultivated plain of Gaza. In this town, Buonaparte fixed his head quarters. The Turks having left it, and in it considerable magazines of provisions and military stores.

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* The following anecdote was related by the Superior of the Franciscan Convent, to Sir Sidney Smith and his officers, on their visit to Jerusalem and its environs:—" When General Dumas had advanced with a detachment of the French army within a few leagues of Jerusalem, he sent to Buonaparte for leave to make the attack upon it. B. replied, that "*when he had taken Acré, he would come in person and plant the tree of liberty in the very spot where Christ suffered, and that the first French soldier who fell in the attack, should be buried in the Holy Sepulchre.*""

At Jaffa the progress of the army was strenuously opposed. The town had no outworks nor ditches, it was inclosed by a wall flanked by strong towers, mounted with cannon, and the roadstead and harbour were defended by two small forts on the sea-shore. A practicable breach being soon made by a vigorous fire from the trenches, the place, after an obstinate contest, in which the Turks evinced much bravery, and the French great spirit, was carried. 1200 Turkish artillerymen, who were to have formed the field train of Jezzar *Pacha*, and 2,500 Maugrabins or Arnauts, constituted the strength of the garrison, and the greater part of those were put to the sword. The Egyptians who escaped the slaughter were (according to some accounts) sent back into Egypt.*

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* In a recent French publication, entitled, "*Memoires pour servir à l'Histoire des Expeditions en Egypte et en Syrie*," &c. written by Mons. J. Miot, who was an officer of the commissariat, and an eye witness of the scene he describes, is an account of the horridly memorable transaction at Jaffa, of which the following is a translation:—

"If I have determined, in writing this work, to abstain from passing judgment on the actions of a man who will be judged by posterity, I have also pledged myself to reveal every circumstance which can enlighten the world with regard to him. It is but justice, therefore, to recall the motives which were alleged by Buonaparte at the time, in order to justify the cruel resolution by which he decided the fate of the prisoners taken at Jaffa, and which was apparently prompted by the following considerations:—

"The army, already weakened by the sieges of El Arish and of Jaffa, was still more so by sickness, whose ravages became every day frightful. Subsistence was procured with extreme difficulty, and the difficulty was increased by the hostile feelings of the inhabitants. To feed the prisoners, if kept with the army, was, not only to multiply our wants, but to embarrass our movements; to shut them up, on the other hand, in Jaffa, would not have relieved us from the first inconvenience (that of feeding them), but in addition it would have exposed us to the possibility of a revolt, considering the weak garrison which we must have left to secure them; to send them back to Egypt would require a considerable detachment, which would greatly weaken the existing force; to leave them, again, at liberty on their parole, was, in spite of all engagements, to hand them over to the enemy, and especially to reinforce the garrison of St. Jean d'Acre, for Jezzar was not a man to respect the promises made by his soldiers, themselves indeed but little tenacious of a point of honour, of whose general obligation they were ignorant. There remained, then, but one expedient, which

The town and harbour of Jaffa were made the principal dépôt of the army for the artillery and stores expected from Damietta and Alexandria; and Buonaparte advanced against St. Jean D'Acre. In his progress he was met by the cavalry of ABDALLA *Pacha*, upon the heights of Naplous, and after a skirmish, in which his light infantry sustained some loss, he gained possession of Caiffa, at the foot of Mount Carmel. This town

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reconciled all difficulties—a frightful expedient, it is true; but, according to those who had recourse to it, one which appeared unavoidable.

" The 10th of March, 1799, in the afternoon, the Turkish prisoners were moved into the centre of a vast square, formed by the troops of the division of Bon. A half-suppressed rumour of the lot which awaited them, induced me, among many others, to mount my horse, and to accompany this column of silent victims, to satisfy myself if the report were true. The Turks, marching without order, shed no tears, and uttered no cries, but resigned themselves to the fate of which they were already conscious. Some who were wounded, and unable to keep up, were stabbed on the road with the bayonet; others walked through the crowd, and seemed to advise their companions in this dreadful hour.—Some, perhaps, of the boldest, had flattered themselves with the prospect of being able to break through the armed body which surrounded them; or hoped that, by scattering themselves over the fields through which they moved, at least a few of them might escape the massacre; but measures of precaution had been taken in this respect, and the despairing Turks made no attempt at flight. Having at length reached the sand-hills towards the south-west of Jaffa, they were halted near a pool of muddy water. The officer who commanded the troops then divided the unhappy multitude into small parties, which were led off to different points, and there separately shot * * * * * *
This horrible operation took up a long time, notwithstanding the great force employed to execute it; and it must be acknowledged, that the French soldiers, so often victorious in the field, did not perform the abominable task now imposed upon them without extreme reluctance. By the pool above mentioned there stood a group of prisoners, amongst whom were some ancient chiefs of a noble and courageous aspect, and one youth whose fortitude seemed quite overcome. At an age so tender, it was natural to think himself innocent, and this persuasion led him to display a weakness which shocked his more manly fellow-sufferers. He threw himself before the horse's feet of the French commander—he embraced the knees of that officer, imploring him for mercy. 'How am I guilty?' he cried, 'What have I done?' But neither his melting tears, nor his cries, were attended to—they could not change the fatal and terrible sentence. With the single exception of this poor youth, all the remaining Turks calmly performed their ablutions in the same stagnant water of which I have already spoken—then taking each other's hand, and placing them according to the Moslem form of salutation, successively upon their heart and on their lips, they gave and received an eternal adieu. * * * * * * *
I saw a venerable old man, whose air and manner bespoke his superior rank; I saw him coolly order a hole to be dug for him in the shifting sand, large enough to admit of his being buried in it alive—doubtless because he disdained to die by any hands but those of his countrymen. He stretched himself on his back in

was inclosed by a strong wall, flanked with towers, and had been evacuated by the orders of JEZZAR *Pacha*, the castle being previously dismantled which defends the harbour and road.

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this friendly and melancholy grave; and his companions addressing their humble prayers to God, quickly covered him in it, stamping with their feet on the earth, which served him for a winding-sheet, to abridge the period of his sufferings.

"This spectacle, which makes the heart throb with agony, and which I feebly attempt to describe, took place during the massacre of the other groups spread amongst the sand-hills. There at last remained, of all the prisoners, those only who were stationed by the water. Our soldiers had consumed their ammunition; it became necessary, therefore, to put to death the remainder with the bayonet and naked sword * * * * * * *
I could no longer bear this inhuman sight, but fled from it pale and fainting. Some of the officers informed me the same night, that these hapless creatures, yielding to that irresistible impulse of our nature, which compels us to shrink from death, even when hopeless of escaping it, jumped one upon the other's shoulders, receiving in a limb the blow aimed at their heart, which would at once have ended their miseries. There was, since we must speak out, a frightful pyramid dripping with blood, formed of the dead and dying; so that it was necessary to drag away the murdered corpses to finish the butchery of those who were yet alive, and who, under cover of that ghastly rampart, had not yet been stabbed. This picture, so far as it goes, is exact and faithful. The remembrance of it still makes that hand to tremble, to which it has not given the power of representing half its horrors."*

The author, on arriving at the point of his narrative which leads the army back on its flight to Egypt, speaks, with manifest reserve and reluctance, of the condition of the sick and wounded French; and, in alluding to the determination formed by their humane commander to *shorten* the duration of their diseases, he continues—

"I witnessed all the horror inspired by that fatal resolution, which ordinary foresight would undoubtedly have rendered superfluous; it belongs, however, to the candour and honesty with which I have hitherto brought forward whatever I saw, to declare, that I have no further evident proofs of the poisoning of the wounded French, than the numberless conversations which I heard in the army on that subject. But if any credit is to be given to that public voice, often the organ of those tardy truths which great men vainly hope to stifle, it is a fact too well established, that some of the wounded on Mount Carmel, and a large proportion of the sick in the hospitals of Jaffa, *perished by the medicines given to them*."†

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* (Note by the French author.) "Lieutenant-colonel Sir R. Wilson states this fact, with other details, in his work on the British Expedition to Egypt. He makes the number of prisoners amount to 3,800; but I think the number was not so considerable. Buonaparte, when First Consul, complained bitterly of this book, which was read with great eagerness in England. It was one of the principal grievances which our government expressed against Great Britain."

† (Note by the French author.) "Wilson, whom I have already quoted, makes the number of the poisoned sick amount to 580 men."

Sir Sidney Smith having been apprized of Buonaparte's views, sailed from Constantinople in the Tigre, on the 19th of February, 1799, and having touched at Rhodes, to concert naval operations with Hassan Bey, the Ottoman governor of that Island, and who was an old sea captain, sailed from thence, and fell in with H. M. S. Swiftsure, conveying to Rhodes Mr. Beauchamp,* the French Consul-general of Muskat, in Arabia, taken in disguise on board a Turkish frigate,† released at Alexandria for a particular purpose by Buonaparte.‡ We give the following subsequent particulars of this affair, from a letter of Captain B. Hallowell's to J. S. Smythe, Esq. dated H. M. S. Swiftsure, Rhodes, 1st March, 1799:—

"I have the honor of forwarding to you two packets from Captain Troubridge; and I have this day delivered into the charge of Hassan Bey, Monsieur Beauchamp, consul of the French republic for Maskat, in Arabia, who was taken out of the Grand-Signor's ship Okap, being charged with particular missions from Buonaparte to the Pasha of Cyprus, and to the Grand-Vezir. It was my intention to have brought the *caravella* to this port, and to have left her in charge of Hassan-Bey, in obedience to the orders I had received from Captain Troubridge; but she proving very leaky the day after we left Alexandria, and the wind blowing strong from the west, she was obliged to bear away for Limasol, in the island of Cyprus; to which place I accompanied her; when on examining the defects, the Rear-admiral did not think it safe to venture out to sea again without being calked, she being so leaky as to keep her pumps constantly working, even at an anchor. He intended putting the cargo on board a large ship which was lying there, and careen his own, as low as he could with safety, and proceed to Constantinople as soon as he had performed that service. On the first perusal of the articles signed by the Rear-admiral with General Marmont, his character will appear suspicious; but when his situation be considered, as detained there by the French, and the only possible means he had of escaping was by signing the paper offered to him by the French general, I do not think he could have acted otherwise than he did; and the ready manner in which he gave up the prisoners, when he was charged with having Frenchmen on board, evidently shews that he did not wish to conceal them; and that his only motive for signing the agreement with Marmont was, to obtain the enlargement of the *caravella*, which had been detained for so long a time at Alexandria; and I believe had been considered in the situation of a captured ship, although in reality no French officer had been appointed to take the command of her."

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* Joseph de Beauchamp:—whose treatment has been the subject of many unjust imputations against the English legation at Constantinople by the French, was considered as a spy, and detained as such in close custody until the end of the war. His name is mentioned in the *Annual Register* (1801, p. 75), as born in the year 1752; entered into the religious order of Bernardins 1767; died at Nice, November 1801.

† The circumstance is thus stated by Captain Troubridge, in his letter to Lord Nelson:—

"On the 14th of February, 1799, I detained the caravella that had at last been permitted by the French to leave Alexandria; and, having received information from a spy on board her, sent for the captain, and shewed him a firman from the Grand Signor, taking care not to let him read it. I told him it was a hattesheriff for the head of a traitor: on this he appeared alarmed, and acknowledged he had a Mons. Beauchamp on board, habited like a Turk, and a French pilot. I immediately sent and seized the ambassador, as they called him, and his Greek servant, and by sharpening an axe, and playing him off with the *hattesheriff*, I so alarmed the Greek domestic, that he shewed us where they had concealed their instructions from Buonaparte, on board the caravella. It appeared to me, that the Grand Signor would do this fellow more justice than we could; I therefore sent him in the Swiftsure to Rhodes, recommending him strongly for decapitation."

‡ *Vide* page 198. (*Note.*)

On the 1st of March Sir Sidney captured the Mariamne, French *cannonière* [gun-vessel]; and on the 3d of March he arrived off Alexandria.

Here Sir Sidney relieved Captain Troubridge, the senior officer on that station, and, in concert with him, despatched Mr. Wright (attended by an interpreter, of the English legation at Constantinople, lent by Mr. Smythe, the minister at that capital, for the service of the squadron), to *Hadshi* Ahmed Jezzar *Pasha*, governor of Akka [Acre] to arrange ulterior measures with that personage.*

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* The following account of this extraordinary character, and the motives of mutual enmity between him and the French, is extracted as it stands compiled from Volney and other writers, in a book intended as a companion to the great historical picture of the Siege of Acre, painted by Sir Robert Ker Porter:—

" This man, with whom it was the lot of our gallant British officers to be associated in arms for the defence of Syria, is a native of Bosnia, and of a family of considerable rank. It is said, that flying from his country at the age of sixteen, to escape the consequences of an attempt to violate his sister-in-law, he repaired to Constantinople, where, destitute of the means of procuring a subsistence, he sold himself to the slave merchants, to be conveyed to Egypt, and on his arrival at Cairo, was purchased by the famous malcontent, Ali Bey, who placed him among his Mameluks.

" Akhmet was not long in distinguishing himself by his courage and address; his patron employed him on several occasions in dangerous *coups de main*, such as the assassination of those Beys and Cachefs he suspected; of which commissions he acquitted himself so well, as to acquire the name of Jezzar, which signifies *Butcher*, or *Cut-throat*. With this claim to his friendship, he enjoyed the favour

In the meanwhile, Sir Sidney lost no time in commencing an attack on Alexandria, which he caused immediately to be bom-

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of Ali, till that jealous Bey having proscribed one of his benefactors called Saleh Bey, commanded Akhmet Jezzar to cut off his head. Either from humanity, or some secret friendship for the devoted victim, Jezzar hesitated, and even remonstrated against the order, and on learning that it had been executed by another agent, found it necessary to preserve himself from a similar fate by a speedy flight to Constantinople, where he arrived in safety. He there solicited employments suitable to his former rank, but again failing of success in the capital, he went to seek his fortune in Syria as a private soldier. Chance conducted him among the Druses, where he was hospitably entertained by their chief, the Emir Yousef: from thence he repaired to Damascus, and soon obtained the title of Aga in the Turkish army, with a command of five bairaks [*i. e.* squads] that is to say, of 50 men.

"About that time (viz. in 1773), the country of the Druses was over-run by contending factions, and the Emir Yousef, in order to prevent Baruty, his capital, from falling into the hands of the adverse party, requested assistance of the Turks, and demanded of the Pasha of Damascus a man of sufficient abilities to defend it: the choice fell on Jezzar, who was no sooner established there than he took possession of it for the Turks. Yousef in vain applying for justice at Damascus, formed an alliance with the Shech Daher, who had already set the authority of the Porte at defiance in his government at Acre,—and their united troops, assisted by two Russian frigates, were immediately employed in besieging Baruty by sea and land. Jezzar was obliged to submit to this superior force, and after a vigorous resistance gave up the city, and surrendered himself a prisoner to Shekh Daher, who, charmed with his courage, conducted him to Acre, and shewed him every mark of kindness; he even ventured to entrust him with a small expedition into Palestine, but Jezzar, on approaching Jerusalem, went over to the Turks, and returned to Damascus.

"The war of Mohammed Bey breaking out, Jezzar offered his service to the Capitan Pasha of the Turkish fleet, and gained his confidence; he accompanied him to the siege of Acre, and that Admiral having destroyed Daher, and finding no person more proper than Jezzar to accomplish the designs of the Porte, named him to the Pashalick, which, with that of Damascus, afterwards given to him by the Grand Signor, eventually secured him the tributary sovereignty of all Syria, and the title of Pasha of Egypt.

"Jezzar enjoys all the privileges of his office; he is despotic governor and farmer general: his revenues are the farms of the tributary Druses, Motoualis, and some Arab tribes; the numerous fees from successions and extortions;* and the produce of the customs on the exports, imports, and conveyance of merchandize: he likewise cultivates lands on his own account, enters into partnership with merchants and manufacturers,† and lends out money for interest to husbandbarded, hoping thus to arrest the progress of Buonaparte towards Acre, which was not then sufficiently prepared to oppose him, the attempt was, however, fruitless.

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* By a conduct truly Turkish, feigning alternately gratitude and resentment, he is alternately on terms of dispute and reconciliation with these people, continually exacting money as the price of peace, or as an indemnity for war.

† Of late, the Pasha has monopolized all the trade into his own hands; no cotton can be sold but to him, and from him every purchase must be made: in vain have the *European* merchants claimed the privileges granted them by the

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men and traders. The total of these annual emoluments was, in 1784, estimated at about 400,000*l.* sterling, and he annually remits to the Porte a fixed tribute of about 78,000*l.* This tribute once settled never varies, only if a Pasha becomes rich he is squeezed by extraordinary demands: he is often left to accumulate riches undisturbed, but having once amassed great wealth, some expedient is always contrived to bring to Constantinople his coffers or his head!

"The Porte, however, has been ostensibly on good terms with Jezzar, on account, it is said, of his former services, for besides the overthrow of his rebellious predecessor, he destroyed the family of Daher, restrained the Bedouin Arabs, humbled the Druses, and nearly annihilated the Motoualis. The enterprising spirit of the Pasha has, as usual, excited some alarm with the Porte, and he, on his side, is apprehensive of the duplicity of the Divan, so that a mutual distrust prevails, and his naval and military establishments, apparently intended to secure his government from foreign enemies, are in fact more kept up to ensure his personal safety; besides, he constantly maintains spies in the palace of the Sultan, and his money has occasionally bought him other and more considerable protectors.

"His long reign, accompanied by his great wealth and immense influence, might naturally be expected to produce much improvement on the face of his territory, and many solid benefits to his people; but on the contrary, the large plain near Acre is left almost a marsh, and the labours of idle magnificence have been substituted for the useful toils of agriculture.

"The principal part of the Pasha's expenses consists in his gardens, his baths, and his white women; of the latter he possessed eighteen in 1784, and the luxury of these women is most enormous. As he is now advanced in years, and has lost the relish for other pleasures, he regards nothing but amassing money; his avarice has alienated his soldiers, and his severity created him enemies, even in his own house; some of his pages have attempted to assassinate him, but the *cholic*, of which two or three of them have *suddenly* died, has cooled the zeal of those who take upon them so ticklish an employment.

"The character of Jezzar is said to be impetuous, and often capricious; he is sometimes a warm friend, and then of a sudden a bitter enemy, equally, to all appearance, without any adequate reason. The Baron de Tott, in his memoirs, gives us some whimsical traits of the Pasha's pompous and sordid turn in his communication with strangers, and at the same time mentions an act of cruelty almost surpassing belief: "he had," says the Baron, "immured alive a great number of Greek christians, when he rebuilt the walls of Baruty, to defend it from the invasion of the Russians, and the heads of these miserable victims, which the butcher had left out in order to enjoy their tortures, are still to be seen!" Those who question the general veracity of the writer, will, of course, attach little credit to this part of his relation; yet not less cruel and atrocious are the acts

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Sultan; Jezzar replied, that he was the Sultan in his country, and continued the monopoly.

He was the first governor in the empire who laid a tax on articles of consumption, as wine, grain, &c.—even meat and fish are materials of impost.

On the 7th of March, Captain Troubridge sailed with H. M. S. Culloden, to join the commander-in-chief, Rear-admiral Lord Nelson, at Malta, or Sicily, and Sir Sidney's command in the

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reported of Jezzar by General Berthier, in his official details, and indeed some of the British officers have witnessed facts of strong corroboration. He is thus characterized by the Second Chief of the Republican Army, who had certainly *more cause* for antipathy than Baron de Tott.

"'Akhmet, surnamed Jezzar (which signifies *Butcher*), the disgrace of human nature!—regarded as a monster of ferocity even among the most barbarous people of the East, who has filled his territories with monuments of cruelty unheard of till his time. He has caused several of his wives to be flayed, on the most frivolous pretexts; he causes the men whom he wishes to chastise to be loaded with irons; he cuts off with his own hands the heads of his confidants. He cuts off nose, ears, hands, and feet, upon the most trivial suspicions. He makes those who displease him rot alive to the very head. He encourages the robbery and peculation of his officers, in order to seize and strangle them for the wealth they have amassed!'"

"Jezzar had early conceived an enmity against the French nation; latterly increased, no doubt, by the restless spirit of Republicanism which had spread itself among the French traders settled on his coast, and directed their speculations. The grounds of complaint exhibited against him by Buonaparte, on the outset of the Syrian expedition, are stated in the following extract from Berthier's narrative, and will form an appropriate close to this account of the Pasha of Acre:—

"Buonaparte directed him [Citizen Beauchamp] to apprize the Grand Signor of the causes of complaint which he had against Akhmet Jezzar, and to state, that the punishment which he intended to inflict upon that Pasha, if he continued to behave improperly, ought to give no uneasiness to the Ottoman empire. The following were the charges against him: Ibrahim Bey, with about 1000 Mameluks, had fled to Gaza after the affair of Saléhieh; Jezzar had given him a cordial reception. Buonaparte had foreseen every thing that could alarm the Porte; he had despatched an officer to Jezzar by sea, who carried a letter, assuring him that the French Republic was desirous to preserve friendship with the Grand Signor, and to live at peace with him; but he insisted that Jezzar should dismiss Ibrahim Bey and his Mameluks, and refuse them aid. Akhmet Jezzar made no answer to this advance of Buonaparte: he arrogantly sent back the French officer, and the French at Acre were put in irons. Jezzar not only continued to receive the Mameluks with welcome, but threatened the frontiers of Egypt by hostile dispositions. The army received no intelligence from Europe: the ports of Egypt were blocked up; but all the accounts received over-land announced that the cunning policy of England had availed itself of the affair of Aboukir to seduce the Porte, and prevail upon the Turkish government to agree to an offensive alliance against us. Russia seemed equally desirous to draw the Grand Signor into its alliance, under the specious pretext of connecting their interests, in the view of attacking us. *What a monstrous union of politics!** *But every thing may be expected from a government no*

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* The reader cannot but compare this language with the assumptive sentiments of the French, in their subsequent connection with the *Colossus of the North*.

Levant Seas from that day commenced. On the same evening, an officer arrived express from Jezzar Pasha, to announce the invasion of Syria by the French, and to solicit succours. The information received was in substance as follows:—

"That Buonaparte, after quitting Saléhieh, was eight days crossing the desert, which he did with much difficulty, and with great loss, both of men and horses, especially the latter, in consequence of privations and fatigue; the men having had only biscuit for their whole sustenance during this march, and though in most places, by digging a small depth in the sand, they obtained water, it was of a brackish quality.

"That on leaving the desert, the French carried, by a *coup de main*, the fort of El Arish [*anglicè* the tent or camp] occupied by about two thousand of Jezzar Pasha's troops, the major part of whom abandoned their posts, and others entered into the service of the enemy: Gaza fell much in the same way, as did also Lidda and Ramleh [Arimathea].

"That on the 3d of March (the same day on which the Commodore reached Alexandria), Buonaparte arrived under the walls of Yaffa [Jaffa or Joppa] which he carried on the 7th, by assault, after having battered it in breach. That the place was well defended; and the garrison had even disputed the interior, foot by foot, so that the French were obliged to lay siege almost to every house successively. The whole garrison was put to the sword. The French found some artillery in the place, which they left, with a small garrison, for its defence. This, and the anterior operations of the invading army, are supposed to have cost the enemy from 12 to 1500 men."

In consequence of this letter, Sir Sidney, on the following day, (8th of March) detached H. M. S. Theseus, of 74 guns, Captain Miller, to Acre, and sent by that conveyance the Chevalier de

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less barbarous than ignorant, and overwhelmed with anarchy. Buonaparte concluded, that if the Porte declared for our enemies, a combined operation would take place against Egypt; an attack on the side of Syria, and an attack by sea. He accordingly resolved to march into Syria, chastise Jezzar, destroy the preparations made for an expedition against Egypt, in case the Porte should connect itself with our enemies; restore to it the nomination of a Pasha of Syria, if it remained our friend; and return into Egypt, to be at the operation combined by sea, which, from the season, probably would not take place before about the end of June."

Phélypeaux, a French royalist officer of distinction,* serving the Othman Porte as auxiliary, with the rank of colonel. Sir Sidney himself remained before Alexandria, to observe the enemy's maritime movements; when remarking, that most of the vessels in the western or *old* port, were removed to the eastern, or *new*, he conjectured that an expedition by sea was on foot: which idea received confirmation by intelligence obtained on the 10th from a Cephalonian vessel, which had come out of Alexandria in the night. In consequence, he detached Mr. (now Captain) James Boxer, midshipman of the Tigre, in the prize galliot Mariamne, along shore to the eastward, with orders to examine the whole coast minutely, and to rejoin the Commodore, thus circuitously, in the road of Khaiffa [a portion of the bay of Akka]; for which place Sir Sidney sailed direct, and anchored before Acre on the 15th, where he found the Theseus, arrived two days before.

The next day Sir Sidney landed, and paid a visit to the Pasha governor; who communicated to him the following letter from Buonaparte, dated from his camp before Yaffa, 9th March, announcing that he should march towards Acre on the 15th.

9 *Mars*, 1799.

Au Camp sous Jaffe, le 19 Ventose, An VII. de la Republique Française.

BONAPARTE, Général en Chef.

Au tres Illustre et tres Magnifique Seigneur Ahmet Pasha, Gouverneur de Saïde.

Depuis mon entrée en Egypte, je vous ai fait connoitre plusieurs fois que mon intention n'etoit point de vous faire la guerre; que mon seul but etoit dechasser les Mamelouks. Vous n'avez répondu à aucun des ouvertures que je vous ai fait.

Je vous ai fait connoitre que je desirois que vous éloignassiez Ibrahim Bey, des frontieres de l'Egypte; bien loin de là vous avez envoyé des troupes à Gaza, vous avez fait de grands magasins. Vous avez publié partout que vous alliez entrer en Egypte; effectivement vous avez effectué votre invasion en portant 2,000 hommes de vos troupes dans le fort d'El-Arish enfoncé à 6 lieues dans le territoire de l'Egypte. J'ai dû alors partir du Caire et vous apporter moi même la guerre que vous paroissiez provoquer.

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* PHELYPEAUX.—Edmond de Phélypeaux, the same mentioned in Tweddell's Remains, page 204, a descendant from the well-known minister of state of that name under Louis XIV. He was bred up in the same military school with Buonaparte, but embraced the anti-revolutionary side with as much enthusiasm and more virtue than his comrade did the opposite faction. He was mainly instrumental in facilitating the escape of Sir Sidney S. from the Temple, and accompanied him to the Levant. He was nephew to Claude, Viscount de la Chastre.—(HYDROGRAPHER 𝔑. 𝔆.)

Le province de Gaza, Ramlé et Jaffe sont en mon pouvoir. J'ai traité avec générosité celles de vos troupes qui, s'en sont remises à ma discretion, J'ai été severe envers celles qui ont violé les droits de la guerre. Je marcherai sous peu de jours sur St. Jean d'Acre: mais quelle raison ai-je d'oter quelques années de vie à un viellard que je ne connois pas? que sont quelques lieues de plus à côté des pays que j'ai conquis? et puisque Dieu me donne la victoire, Je veux à son exemple etre clement et misericordieux non seulement envers les peuple mais encore envers les grands.

Vous n'avez pas de raison réelle d'étre mon ennemi puisque vous l'etiez des Mamelouks;* votre Pachalic est separé de l'Egypte par la province de Gaza, Ramlé est par d'immenses deserts; redevenez mon ami, soyez l'ennemi des Mamelouks et des Anglais. Je vous ferai autant de bien que je vous ai fait et que je peux vous faire de mal.

Envoyez moi votre réponse par un homme muni de vos pleins pouvoirs et qui connoisse vos intentions. Il se presentera à mon avant garde avec un drapeau blanc, et je donne ordre à mon Etat-major de vous envoyer un sauf conduite que vous trouverez ci joint.

Le 25 de ce mois je serai en marche sur St. Jean d'Acre. Il faut donc que j'aie votre réponse avant ce jour.

Bonaparte

Sir Sidney proceeded to inspect the place, and reconnoitre its environs, with Colonel Phélypeaux, Captain Miller, and other officers, and industriously laboured to put them into some state of defense, the fortress being in a very ruinous, dilapidated condition, and almost destitute of artillery.

On the 17th the Theseus was sent along shore to watch the coast to the southward, while Sir Sidney himself went with the

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* Mamluk:—plural *mamalik*, is defined by Pococke and D'Herbelot,—"*servus emptitius seu qui pretio numerato in domini possessionem cedit.*" They frequently occur in the wars of Salaheddin; and it was only the Bahartic mamaluks that were first introduced into Egypt by his descendents. From the arabic appellation of the cavalry of Salaheddin's army, "*seradjin,*" the crusaders formed and transmitted to us, *sarazin*, which (as Robinson Crusoe observes in the preamble to his life and adventures), by the corruption of words usual in England, we have transformed into "saracen."—(Hydrographer N. C.)

Tigre's boats to the anchorage of Khaiffa, near the promontory of Mount Carmel, in order to intercept the maritime portion of the French expedition, which Sir Sidney was convinced would soon make its appearance. At ten o'clock the same night he discovered the French advanced guard, mounted on asses and dromedaries, marching by the sea-side; he immediately returned on board, and sent Lieutenant Bushby,* in a gun-boat, to the mouth of a little river that flows into the bay of Acre [the brook Kishon of the Scriptures] to guard and defend the ford of the same. At break of day, this officer opened a fire on the enemy's advance, so unexpected and vigorous, that it was soon driven from the shore, and dispersed in confusion on the skirts of Mount Carmel.

We insert the following private letter from the late Mr. Keith (a near observer), as stating some interesting particulars of this affair.

"DEAR SIR, *Tigre, off Acré*, 18 *March*, 1799.

Having at last got a sight of the advanced guard of the "Prophet," we opened the campaign this morning at day-break, by clearing the northern shore of Mount Carmel of about 150 arab-dressed republicans, being a select detachment of the regiment of Dromedaries. This *coup d'essai* was performed by our launch with a 32-*lb*.er carronade, and 16 men, under the orders of Lieutenant Bushby; and I can assure you, that I never saw a more precipitated retreat than they made up the hill on this occasion. The turband has been very fortunate for them, as the "Monster," was himself almost near enough to whisper to them, during two hours that he and Bushby lay watching them, hearkening to make out their language, and when, had it not been for the doubt arising from their disguise, they could have pulverised the whole detachment.

During their excursion, I went upon a particular errand to Acré, where I had an opportunity of seeing JEZZAR *Pasha* and his garrison; and I can affirm to you, that I never saw a more determined *looking* set of men. They form in all upwards of 4000, mostly Albanians (the *pasha*'s countrymen), and seem to be much attached to him; who, in his turn, has always been, and is now, excessively liberal to them: this, by all accounts, is far from being the case with his other troops, particularly the Turkish cavalry: and as (to use his own expression) he does not wish to have false friends about him, he paid the latter off yesterday, and left them to do for themselves, by turning them out on the advanced posts, with the firm intention not to admit them again into the town, unless some glorious deeds should render them deserving of his confidence. I have not a doubt but he will make a desperate defense against the "Prophet;" because, from the peculiar narrowness and windings of what are called streets, joined to the construction of the houses, carabine and pistol-fighting men will have a vast advantage over their assailants, and must render the conflict we have in prospect before us, bloody beyond conception.

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* JOHN BUSHBY;—second lieutenant, afterwards Captain; since dead.

Sir Sidney is going on in the old way, without an hour's rest, and always under the specious reasoning, that as "the stuff is good," it will admit of a farther stretch. Wright, who left us off Alexandria the 4th instant, with despatches for this place, having prolonged his stay *en passant* at Cyprus, has missed being present at our "set-to" and "first round;" which will chagrin him not a little. All the rest of the merry crew are well, and in high spirits. We all rejoice at Sir Sidney's judgment and perseverance in coming to this place; and particularly that he has so completely devanced a man of such exquisite foresight as the Prophet Malaparté, as Jezzar has nick-named him. My compliments to our mutual friends at Constantinople; and I ever am, dear Sir, &c. &c.

John S. Smythe, Esq. Constantinople. John Keith.

On the 18th, under cover of a thick fog, four jermes, equipped and manned by French, arrived creeping close along shore at Khaiffa, which had been, as we have observed before, antecedently and prudently evacuated by Jezzar Pasha, and immediately occupied by the enemy.

The assistance and encouragement afforded by Sir Sidney Smith to the Pasha of Acre, had operated greatly on his hostile inclinations, and determined him to a vigorous resistance. The works had been materially strengthened under the direction of Colonel Phélypeaux, and Captain Miller, of the Theseus, had furnished the means to the utmost of his ability. But it is doubtful whether the labors of these gentlemen would have been sufficient to support the Pasha against the skilful and energetic attacks of the French, had not the flotilla, having on board the greater part of the enemy's battering train and ammunition fallen into the hands of the Commodore. This flotilla was doubling Mount Carmel, when it was discovered from the Tigre, pursued, and overtaken by Sir S. Smith in person. It consisted of a corvette and nine gun-vessels, seven of which were captured—the corvette, having on board Buonaparte's personal property, and the remaining two small vessels, escaped. The pieces of cannon, the platforms, and the ammunition, were immediately landed, and the gun-boats were manned and employed in molesting the French posts established on the coasts, in order to intercept or harass the communications and the convoys. The advanced guard of the French army having been attacked and dispersed by Lieutenant Bushby, the main body, in consequence of the road between the sea and Mount Carmel being thus exposed to attack, advanced by that of Nazareth.

The out-posts having been driven in, Buonaparte encamped his army upon an insulated eminence, skirting the sea in a parallel direction, at the distance of about 1000 toises, and which extending to the northward as far as Cape Blank, commanded to the west a plain of about a league and three quarters in length, terminated by the mountains that lie between St. John d'Acre and the river Jordan. He closely reconnoitered the place, accompanied by his generals of artillery and of engineers, Dommartin and Caffarelli, and determined to attack the front of the salient angle at the eastward of the town; the two sides of the rectangle being washed by the sea, and flanked by the fire of the ships, rendered the developement of the attacks necessary for embracing it extremely difficult. On the 20th of March, the trenches were opened at 150 toises from the place, favored by the gardens, the ditches of the old town, and by an aqueduct that joined to the glacis.

On the same day the Theseus rejoined, the Tigre removed to the anchorage of Khaiffa, and Colonel Phèlypeaux, who had visited Jezzar Pasha, reported, that an advantageous sally had just before been made upon the besiegers. In the night, Sir Sidney Smith and Captain Miller closely reconnoitered the French post at Khaiffa. On the 21st, the Commodore cannonaded Khaiffa; and about 10 A.M. an attempt was made by the ships' boats to bring out or destroy the four jermes (a sort of lighter, or sailing barge) mentioned above, which attempt proved unsuccessful, and was attended by severe loss on our side.

On the 22d, the Commodore sent a flag of truce to Buonaparte, and on this occasion released and returned to him his courier named Ragé, who had been intercepted by the Turks, on his way to France with despatches, was enlarged from a dungeon at Constantinople, and placed by the Othman government at the disposal of Sir Sidney Smith.

A copy of the petition by which this man solicited and obtained the benevolent attention of a hostile minister to his case, has incidentally come under the biographer's view, and appears worthy of being recorded, both as a curious specimen of gallic *pathos*, and as an authentic testimony in refutation of his master (BUONAPARTE)'s calumnies against the identical personage to whom this pathetic appeal is made:—

[*Translation*]

To H. E. THE ENGLISH MINISTER.

Bagnio of Constantinople*, 15 *January*, 1799.

I have already had the honour of writing to you, to implore your protection in the situation wherein I find myself. I now return to the charge, and invoke your humanity and your justice; and I shall not cease to knock at your door (at the door of your heart) until I obtain a look of salvation. Among Christians, the papers of a courier are seized; but they release him four and twenty hours afterwards. I pray your Excellency to interfere, that I may enjoy this advantage. I have besides in my favor, that I was made prisoner a month before the declaration of war. All my confidence reposes on your protection, and on your invincible inclination [*penchant*, or.] to do good, and to succour suffering humanity.

I have the honor to be, with respect, esteem, and consideration, your Excellency's most obedient servant,

Ragé,
Courier.

The restoration of this messenger, so far from obtaining a return of courtesy from Buonaparté to Sir S. Smith, or softening his heart towards those few English prisoners he had made during this campaign, only produced an overflowing of his bile in the shape of a military "order of the day;" wherein he personally insults his gallant and generous adversary, and alludes to the release of French captives at Constantinople by the charitable interposition of the Commodore, and of his brother, the minister to the Porte, as an atrocious and insensate project for introducing pestilence into France. This characteristic stroke of policy in the Corsican chief, we shall again revert to in the course of the present memoir.

The cannonade of Khaiffa was directed by Colonel Phélypeaux, who was embarked in a gun-boat for that purpose, as likewise to second the operations of Jezzar Pasha. On the 23d, in consequence of intelligence communicated by that personage, and in hopes of catching the three vessels which had escaped on the 18th, the Tigre weighed and sailed to the northward. On getting to sea in the evening, there were plainly discerned from the ship the fires and lights with which Sir Sidney had surrounded the place to discover the besieger's works against it—the bombs thrown into it were also seen. On the 24th, Sir Sidney sent off despatches to various quarters.

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* BAGNIO:—the name usually given by Europeans to the place wherein the maltese, or the galley-slaves, were confined in the naval arsenal at Constantinople. (HYDR. 𝔐. 𝔆.)

On the 25th, the Xébek No. 1, bound from Damietta, in Egypt, to the French army, with flour and biscuit, was captured, which prize was subsequently (on the 30th) wrecked at Jebileh, on the coast of Syria, and the prize crew, being mistaken for French, were ill-treated by the natives. On the 26th, the Tigre remained at sea. On the 27th, Sir Sidney anchored off Beirooti [the antient *Berytus*]* and circulated among the Druses inhabiting the fastnesses of Mount Lebanon a proclamation in Arabic, giving them information concerning the state of the war, and inculcating allegiance. From the 28th to 30th inclusive, a violent tempest prevailed, during which Sir Sidney prepared his despatches for Constantinople; and on the return of fine weather the 31st of March, landed the messenger, another French officer, in the auxiliary service of the Porte (Major GRAND), from whose verbal information this journal of British naval proceedings has been chiefly framed.

Sir Sidney Smith had quitted the road of Caiffa, and cast anchor under the walls of Acre, but the heavy equinoctial gales drove him back to the shelter of Mount Carmel, where he was compelled by them to remain till the beginning of April, when he recrossed the bay to his former station, which he did not again quit until he saw the retreat of Buonaparté and the deliverance of Acre.

In a letter from Mr. Keith, dated April 2d, the wretched appearance of the French soldiers, and their opinion of British prowess, are thus stated :—

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* Bairout, or Beroot, Beirooti, anciently called Berytus, a sea-port town of Phœnicia, on the Mediterranean, so ancient as to be supposed originally built by Saturn. It was destroyed by Tryphon, but rebuilt by the Romans. Agrippa placed in it two legions, whence it became a colony. In Justinian's time it enjoyed the *Jus Italicum*, and had an excellent school for the study of the law. There are now no remains of its former beauty but its situation.

DEAR SIR, *Tigre, 2 April, 1799.*

You will excuse me if I do not by this conveyance give you a full account of our late proceedings: but I have been, and am daily so taken up with Sir Sidney, in conspiring, projecting, negotiating, or executing every sort of mischief against the invincible Buonaparte and his half-starved heroes, that I must set aside all private correspondence until we have made an end of the business; and I shall then send you the extract of my journal. I shall therefore only add unto the bearer's verbal report, that as I was the person who had to speechify on the recent occasion of a flag of truce to the French advanced posts, I had then an opportunity to hear the tales of the hardships and misery they have had to go through on their way from Egypt to Acré. They are all, officers excepted, a set of miserable looking ragged rascals. They told me: "*vos marins sont des lions:*" I answered—"*ils sont des Anglais qui cherchent sans cesse leurs ennemis sans pouvoir les atteindre,*" &c.

Poor Gell* behaved like a hero; he was the only one left on foot in the boat, in the midst of a hard fire of musketry and heavy guns, trying to cast a rope's end into another of the boats, which he would have succeeded in had he not fallen.

I am forced to conclude, adieu! your's,

John S. Smythe, Esq. Constantinople. John Keith.

On the return of Sir Sidney Smith with the squadron to St. John d'Acre bay, he found the enemy employed in mining the tower at the north-east angle of the town wall. In this operation the enemy was much impeded by the fire from the prize guns which had been mounted by Captain Wilmot, (of H.M.S. Alliance) under the direction of Colonel Phélypeaux, and his fire slackened, but the probable effect of the mine caused serious apprehension, and a sortie was resolved on to stop the enemy's progress there. The British seamen and marines were to endeavour to gain possession of the mine, while the Turkish troops were to assault the enemy in his trenches on both sides. A surprise was intended, and the sally was made before day-light on the 7th of April, 1799, but part of the plan was frustrated by the noise of the Turks.

The seamen pioneers were commanded by Mr. Wright, who was wounded in his advance, having received two shots in his right arm. He notwithstanding entered the mine with the pikemen, ascertained its direction, and pulled down the supporters; thus effecting its destruction as far as it could then be effected. His strength was now so reduced by his wounds, that he could scarcely, with the assistance of Colonel Douglas, R.M. get out of the enemy's trench. In this attack, Major Oldfield, who commanded the marines of the Theseus, was killed, with two men under his command; twenty-three were wounded. The loss of the enemy must have been much greater, although they were not dislodged from their trenches, as above sixty heads (according to the appropriate mode of Turkish warfare) were brought in by the Turks. "The result of our day's work," says Sir Sidney, in his official despatch, "is, that we have taught the besiegers to respect the enemy they have to deal with, so as to keep at a greater distance. The apprehensions of the garrison are quieted as to the effect of the mine, which we have besides learnt how to countermine with advantage, and more time is gained for the arrival of the reinforcements daily expected."*

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* A very young midshipman of the Tigre.

The perseverance of the enemy was maintained under a most destructive fire from the garrison in front, and from the ships and boats in flank; and their desperation was clearly evident in their repeated attempts to mount the breach under circumstances of such perilous difficulty, as excited pity in their British foes to see such a vain sacrifice of energy and courage. But Buonaparte has always been prodigal of human life.

[To be continued.]

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* The following statement of this affair is extracted from General Berthier's official letters:—"The English Commodore observed the troops of Jezzar to have been repulsed in a variety of sorties. He concerted a fresh sortie, in concert with the French emigrant Phélypeaux. On the 18th Germinal (April 7th) the enemy, at break of day, came on with an attack against our left and our centre; each column was headed by naval troops belonging to the English ships, their colours were seen waving in conjunction with those of Jezzar, and the batteries were all manned by English troops. The enemy made an attempt to surprise our advanced posts, but their design was seen through: we received them with a brisk fire from our parallels, and all that attempted to appear against us were either killed or wounded. The enemy ultimately retired without gaining an inch towards destroying our works. The central column acted with more obstinacy—their object was to penetrate to the entrance of our mine; they were commanded by Captain Thomas Oldfield: he advanced boldly towards the entrance of the mine, at the head of some of his intrepid countrymen; they attacked like heroes, and were received by heroes; death only checked their bold career; the remainder retreated, and took refuge in the fortress. The approaches of our parallels remained covered with the dead bodies of English and Turks. The corpse of Captain Thomas Oldfield was carried off by our grenadiers; they brought him to our head-quarters; he was at the point of death, and soon after his arrival was no more; his sword, to which he had done so much honour, was also honored after his death; it remains in the hands of one of our grenadiers; he was buried among us, and he has carried with him the esteem of the French army."

NAUTICAL ANECDOTES AND SELECTIONS.

REGULATIONS FOR THE CUSTODY OF BUONAPARTE AT ST. HELENA.

THE following letter, of the authenticity of which there seems to be no doubt, first appeared in a Hamburgh paper :—

Hamburgh, September 5.

Letter from Earl Bathurst, Secretary of State, to the Lords of the Admiralty.

MY LORDS,

I wish your Lordships to have the goodness to communicate to Rear-admiral Sir G. Cockburn, a copy of the following memorial, which is to serve him by way of instruction to direct his conduct while General Buonaparte remains under his care.

The Prince Regent, in confiding to English officers a mission of such importance, feels that it is unnecessary to express to them his earnest desire, that no greater personal restraint may be employed than what shall be found necessary faithfully to perform the duties, of which the admiral, as well as the governor of St. Helena, must never lose sight, namely, the perfectly secure detention of the person of General Buonaparte. Every thing, which without opposing the grand object, can be granted as an indulgence, will, his Royal Highness is convinced, be allowed the general. The Prince Regent depends further on the well-known zeal and resolute character of Sir G. Cockburn, that he will not suffer himself to be misled, imprudently to deviate from the performance of his duty.

Downing-street, July 30. Bathurst.

MEMORIAL.

When General Buonaparte leaves the Bellerophon to go on board the Northumberland, it will be the properest moment for Admiral Cockburn to have the effects examined which General Buonaparte may have brought with him.

The admiral will allow all the baggage, wine, and provisions which the general may have brought with him, to be taken on board the Northumberland.

Among the baggage, his table service is to be understood as included, unless it be so considerable as to seem rather an article to be converted into ready money, than for real use.

His money, his diamonds, and his valuable effects (consequently bills of exchange also), of whatever kind they may be, must be delivered up. The admiral will declare to the general, that the British government by no means intends to confiscate his property, but merely to take upon itself the administration of his effects, to hinder him from using them as a means to promote his flight.

The examination shall be made in the presence of a person named by Buonaparte; the inventory of the effects to be retained, shall be signed by this person, as well as by the Rear-admiral, by the person whom he shall appoint to draw up the inventory.

The interest on the principal (according as his property is more or less considerable) shall be applied to his support, and in this respect the principal arrangements be left to him.

For this reason he can, from time to time, signify his wishes to the admiral, till the arrival of the new governor of St. Helena, and afterwards to the latter; and if no objection is to be made to his proposal, the admiral or the governor can give the necessary orders, and the disbursement will be paid by bills on his Majesty's Treasury.

In case of death, he can dispose of his property by a last will, and be assured that the contents of his testament shall be faithfully executed.

As an attempt might be made to make a part of his property pass for the property of the persons of his suite, it must be signified that the property of his attendants is subject to the same regulations.

The disposal of the troops intended to guard him must be left to the governor. The latter, however, has received a notice, in the case which will be hereafter mentioned, to act according to the desire of the admiral.

The general must be constantly attended by an officer appointed by the admiral, or if the case occurs, by the governor. If the general is allowed to go out of the bounds where the sentinels are placed, one orderly man at least must accompany the officer.

When ships arrive, and as long as they remain in sight, the general remains confined to the limits where the sentinels are placed. During this time, all communication with the inhabitants is forbidden. His companions in St. Helena are subject during this time to the same rules, and must remain with him. At other times it is left to the judgment of the admiral or governor to make the necessary regulations concerning him.

It must be signified to the general, that if he makes any attempt to fly, he will then be put under close confinement; and it must be notified to his attendants, that if it should be found that they are plotting to prepare the general's flight, they shall be separated from him, and put under close confinement.

All letters addressed to the general, or to persons in his suite, must be delivered to the admiral or governor, who will read them before he suffers them to be delivered to those to whom they are addressed. Letters written by the general or his suite are subject to the same rule.

No letter that does not come to St. Helena through the secretary of state, must be communicated to the general, or his attendants, if it is written by a person not living in the island. All their letters, addressed to persons not living in the island, must go under the cover of the secretary of state.

It will be clearly expressed to the general, that the governor and admiral have precise orders to inform his Majesty's government of all the wishes and representations which the general may desire to address to it; in this respect they need not use any precaution. But the paper on which such request or representation is written, must be communicated to them open, that they may both read it; and when they send it, accompany it with such observations as they may judge necessary.

Till the arrival of the new governor, the admiral must be considered as entirely responsible for the person of General Buonaparte; and his Majesty has no doubt of the inclination of the present governor to concur with the admiral for this purpose.

The admiral has full power to retain the general on board his ship, or to convey him on board again, when, in his opinion, the secure detention of his person cannot be otherwise effected.

When the admiral arrives at St. Helena, the governor will, upon his representation, adopt measures for sending immediately to England, the Cape of Good Hope, or the East Indies, such officers or persons in the military corps of St. Helena, as the admiral, either because they are foreigners, or on account of their character or their dispositions, shall think it adviseable to dismiss from the military service in St. Helena.

If there are strangers in the island, whose residence in the country shall seem to be with a view of becoming instrumental in the flight of General Buonaparte, he must take measures to remove them.

The whole coast of the island, and all ships and boats that visit it, are placed under the *surveillance* of the admiral. He fixes the places which the boats may visit, and the governor will send a sufficient guard to the points where the admiral shall consider this precaution as necessary.

The admiral will adopt the most vigorous measures to watch over the arrival and departure of every ship, and to prevent all communication with the coast, except such as he shall allow.

Orders will be issued to prevent, after a certain necessary interval, any foreign or mercantile vessel from going in future to St. Helena.

If the general should be seized with a serious illness, the admiral and the governor will each name a physician who enjoys their confidence, in order to attend the general in common with his own physician; they will give them strict orders to give in every day a report on the state of his health.

In case of his death, the admiral will give orders to convey his body to England.

Given at the War-Office, July 30, 1815.

CHARACTER OF BUONAPARTE, BY THE ARCHBISHOP OF MECHLIN.

NAPOLEON is eclipsed from the scene of the world. Dead as to royal and civil life, all revelations with respect to him are allowable. None are any longer prohibited, none illiberal. He is a character in history: he has entered into the domain of posterity. All the world talks of him and accuses him. For my part, I have another task to fulfil; that of explaining him, which is not the least difficult. The mind of Napoleon was vast, but after the manner of the orientals. From a natural disposition he would turn towards eastern grandeur, however little he might be placed in that direction; but from a contradictory habit, he always fell back, as it were by his own weight, into ignoble details. Always great in first ideas, low and worthless in the second. His purse was like his mind; it had a generous and a sordid corner. His genius, fitted alike for the great theatre of the world, or for a stage of buffoons, resembled a royal mantle thrown over the party-coloured jacket of a harlequin. He was the man of extremes—the man who having commanded the Alps to lower their heads, the Simplon to smooth its rugged front, the sea to approach or remove its banks, ends all by delivering himself up to an English ship of war. Endowed with wonderful, with infinite sagacity; sparkling with intellect, on every question he seized, he created new or unperceived views; abounding in vivid images, picturesque in animated and pointed expressions, what he said was rendered more penetrating even by the inaccuracies of his language, which always bore some slight impression of a foreign idiom: sophistical and subtle, and extremely versatile, though a distinguished mathematician, he never argued except on grounds which he had chosen for himself, and then, whether right or wrong, he defended himself with all the correctness of a geometrician. His errors were, therefore, interminable; and though he dissembled much, he was still oftener deceived than a deceiver. Hence arose that aversion which he was so often observed to shew to truth. He did not oppose it as demonstrated truth; on the contrary, he rejected it as folly, as something incompatible with that which appeared to him to be truth. Still with him illusion surpassed falsehood. Expressions of disdain and contempt were constantly in his mouth. He had formed for himself rules of optics different from those of other men. Join to these dispositions, corruption, the daughter of pride, the intoxication of success, the habit of drinking out of an enchanted cup, and of having his head turned with the incense of the universe, and you will be in the way towards an explanation of the mind of a man, who, uniting in his inconsistencies all that is greatest and meanest amongst mortals; all that is most majestic in the lustre of sovereign power, most prompt in command, with a taint of every thing ignoble and base, even in his greatest enterprises, combining with the character of a subverter of thrones, that of a lurking spy, presented a sort of *Jupiter-Scapin*, a spectacle which had hitherto never appeared on the face of the earth. Napoleon was insane; not from derangement of the mental faculties, but from that *puffed-up* exaggerated opinion of self, in consequence of which every thing is overdone, which prompts one to go on without ever calculating, to spend constantly without ever reckoning, finally, which makes a man who has overcome many obstacles, come at last to believe that he will always overcome them, or that there are no longer any obstacles for him. The facility which Napoleon had always found in obedience, made him conclude that he had nothing to do but to command, and that when he spoke, execution would infallibly follow. Such was the folly of Napoleon Buonaparte, to which I could assign degrees, and which I might attach to the epoch of the memorable battle of Wagram, or of his marriage, an epoch at which his reason ceasing to guide him, or perhaps to appear to him necessary, he abandoned himself unconstrained to the exaggerations which disorganised France, and have terminated in her ruin. As to his mind, or what has been called his genius, if nothing has ever been more celebrated, nothing also has been less justly appreciated. With some it was immensity, with others nobility—sublime with one, contemptible with another. Even now, when the meteor is dissipated, there is as little accordance as ever: so true it is, that calmness, the consideration of times, circumstances, and means, seldom guide us in forming our opinion of men. But doubtless an immense weight has not pressed on the world without possessing specific gravity. The most brilliant military career has not been the lot of one destitute of all the qualities which constitute the Great Captain. Prodigious labours have not been conceived, prosecuted with incredible firmness, and executed without some of those qualities which constitute a statesman of the first order. However, misfortunes such as the world never experienced, a hatred such as it never exhaled—a position such as never was created by man, lost by a series of faults surpassing in extent and obstinacy all those which ever caused the ruin of any ruler of nations —an end hopeless from its lowness, and still more shameful to the world who has rendered than to him who received adorations: such is the character of a career which has been divided between the highest flights and lowest falls, between the most brilliant grandeur and the most abject degradation, between the extremes of ability and of folly.

BREACH OF FAITH WITH AMERICAN NEGROS.

An extraordinary transaction, which is stated to have taken place off the coast of Georgia, in the month of April last, is become the subject of general animadversion. It is said, that about 150 negroes, who had joined our army in consequence of Sir Alexander Cochrane's Proclamation, were restored by an officer of rank to their original owners, contrary to the faith of that Proclamation. Several British officers who were present, strongly remonstrated against the restoration, which they regarded not only as a breach of national honour, but as the result of undue partiality, while the poor Blacks themselves, among whom were several females, deprecated the act with the most piteous lamentations, especially as to the fate that awaited them from the resentment of the owners whom they had been induced to desert, as well from the experience of harsh treatment as from the natural reliance upon the pledge of a British admiral. That resentment these unhappy beings have no doubt severely felt. But the whole of this transaction is of such a nature as to call loudly for inquiry. It certainly appeals with peculiar force to the benevolent Advocates for the Abolition of the Slave Trade, by some of whom it will, we trust, be brought under the consideration of Parliament.

JACK AND HIS LADY.

On the 15th August, 1815, James Bailey, an old seaman, recently discharged from the Leander, was brought before T. Evance, Esq. the sitting magistrate at Union Hall, charged with a burglary, under the following circumstance:—It appeared that the prisoner was lately discharged from the above-named vessel, at Portsmouth. Immediately on obtaining his discharge, he set sail for London, where he arrived the same evening. In the Borough he was hailed by a dashing Cyprian, and Jack liking her appearance, allowed himself to be taken in tow by her, and conducted to a comfortable lodging in Dover-street. Here he passed about two hours in great good humour, and was preparing to take his leave, when, to his great dismay, on applying his hand to his pocket, he missed 14*l.* in bank-notes, which he had when he entered the house. He immediately charged his fair companion with the robbery, which she denied, when, without further argument, he observed, that as he had been robbed in that house—in that house he would find an indemnity for his loss. He immediatsly seized the feather bed, the most valuable thing in the room, and was bearing it off, when the outcries of the lady brought a man to her aid, who stoutly opposed Jack's exit with his load. Thus opposed, he laid down his burthen and commenced an attack on his opposer, whom he soon laid on the floor, and again resuming his load (the feather-bed), took it to a pawnbroker's, and demanded 14*l.* on it. The pawnbroker inquired how he came by it, and Jack told him the whole story. The pawnbroker found little difficulty in convincing him he had done wrong, and he again took up his bed and carried it back again; but here a different reception awaited him: the man whom he had beaten claimed the bed, and was waiting with an officer, to whom he gave the unfortunate sailor in charge for a felony. The magistrate, on hearing the case, ordered Jack to be discharged, and issued a warrant for apprehending the lady with whom he had been.

A FORMIDABLE STEAM FRIGATE.

THE following is given as a correct description of the steam frigate, lately launched at New York:—Length on deck 300 feet, breadth 200 feet; thickness of her sides 13 feet of alternate oak plank and cork wood: carries 44 guns, four of which are 100-pounders. Waste guns 60-pounders, quarter-deck and forecastle guns 42-pounders. In case of any attempt to board in action, the machinery is so admirably contrived, as to enable her to discharge, on her adversary's decks, 100 gallons of boiling water per minute, at the same time that it brandishes 300 cutlasses with the utmost regularity over her gunwales, and works an equal number of heavy iron pikes of great length, darting them from her sides with prodigious force, and withdrawing them every quarter of a minute.

PROPHECY.

[*From the Bath Herald.*]

A CAPUCHIN FRIAR, who died at Provence, before the French Revolution broke out, when near his death, asked leave of his superior to remit a sealed paper to his brother, with this injunction, that he was not to open it until three years after his death. This paper contained the following predictions:—

"That the anger of God was going to burst forth on France in a terrible manner; that it would extend itself over Europe; that a man of the Mediterranean would astonish all Europe by his conquests; that he would make war against a most Catholic kingdom, and would commit rapine and murder; that he would go and continue them in the North, and would experience a great humiliation; that in the eighth year (1815), from the unjust war against this Catholic Kingdom (Spain), he would perish, not by fire or by sword, but by a terrible chastisement from God, which would terrify the whole universe." If the latter part of this prediction prove as true as the first, those who survive the terror must soon witness his end, or the falsehood of the prophecy.

THE PURSER IN THE PILLORY.

Burroughs, late purser of the Rhin frigate, Captain Malcolm, stood in the pillory, lately, facing the Admiralty, pursuant to his sentence, for presenting bills to the Commissioners of the Victualling Department, with an intent to defraud his Majesty's service, purporting to be signed by his captain, for provisions, &c. supplied to the guerillas during the time the Rhin was cruising off the coast of Spain, which supply never took place. Previous to being placed in the machine, he bowed to the numerous spectators, and did the same on quitting his elevated situation, for which the *mobility honoured* him with loud huzzas.

TRIFLING MISTAKES; OR, SMALL ERRORS IN CALCULATION.

(Copied verbatim from the Bonapartean London Papers of the dates given.)

June 14.—" We believe that the Allied Powers now inwardly regret the *rash* and *unwise* course they have taken."

" It will be seen, that the French armies are *most formidable*, that there are no fewer than 230,000 veterans now on the frontier, making part of an army in all of not less than 600,000 !"

June 16.—(*Two days before the victory.*)—" Persons who have *most accurately* observed Buonaparte's tactics, believe that he will direct his *real* attack on the side of Manheim, to *break asunder* the Austrian and Russian armies as they are forming.

" As to the attack of the English and Prussians on the *iron* frontier, as that of Flanders is called, Buonaparte trusts to the obstacles raised against it by *nature* and *art*. There are *fourteen* fortresses, fully *equipped* and *provisioned*, which must be *taken* or *masked* ; and from thence to Paris every military point is put into a *state of defence* !!!"

June 19.—(*The day after Wellington's victory.*)—" We see no prospect of avoiding the *fatal* extremity of war. The Allies have *rashly* committed themselves, and every thing that occurs in France appears to serve as a new pretext for their *infatuated* career !!!"

CURIOUS WAGER.

At Portsmouth, Mr. J. B. Gilbert, formerly a surgeon in his Majesty's service, but now on half-pay, undertook for a wager of thirty-one guineas, to take out *eighteen* teeth, more or less carious, from patients selected for the purpose, without the aid of any instrument, or force, with his fingers only, and unattended by pain, in 24 minutes; but he actually performed the same, to the satisfaction and astonishment of all present, in the short space of *seven* minutes ! and thus won his wager, to the no small mortification of Mr. ———, another half-pay surgeon, with whom he betted.

PLATE CCCCXLIV.

OF the annexed Plate, the city of Acre forms the superior objects; the splendid Mosque of the Pasha, with its towers and minarets is seen rising amidst the ruins of a Christian convent. On the nearest point of the fortifications is a party of English seamen, under Captain Wilmot, of the Alliance frigate, who is mortally wounded in mounting a howitzer upon the breach. To the right of the group is Sir Sidney Smith, accompanied by Captain Miller, of the Theseus, and Colonel Phélypeaux, the French officer who accompanied him in his escape from France; they are addressed by Jezzar Pasha: the "energetic old man" is intreating Sir Sidney to remove from a post of such imminent danger; but his persuasions are disregarded by the English commander; while Phélypeaux is pointing out his countrymen, as they are opposed at the breach by Lieutenant Knight, with a body of sailors and marines.

On the extreme fore ground of the Plate is represented a sally of the Turks from the garrison, consisting of dismounted Mameluks, and the favourite Chiftlick regiment, led by Soliman Aga, who is seen personally engaged with General Lannes, of the republican army; while the French grenadiers pouring from the trenches, rush on to the assault, by mounting upon the bodies of their slain comrades lying half buried under heaps of sand at the foot of the breach. In this part of the contest General Bon is mortally wounded, and numbers of the wounded French expire under the daggers of the Mameluks. In the midst of the attacking columns, Buonaparte is conspicuous, with two of his aids-de-camp, to whom he is deliberately giving his orders.

At the base of the rectangular tower, and on the adjoining rampart, is a crowd of Albanians, rallying under the Turkish standard: their commander is bayonetted by the leading division of the French, in a desperate effort to possess themselves of the tower, having previously failed in the attempt to blow it up. In the destruction of the mine, by a party of seamen pioneers, under Lieutenant Wright, and Major Oldfield, both officers are badly wounded; the former is got off, supported in the arms of the pikemen, while the latter, falling into the hands of the enemy, expires as they are conveying him to their camp.

In the fore ground, comprehending a part of the north ravelin, stands Colonel Douglas, at the head of a supporting corps of marines, and giving orders for the position of a mortar which flanks one of the enemy's trenches; at the entrance of the defile, Lieutenant Beatty, of the marines, is struck by a grape-shot; near him stands Lieutenant Hull.—Beyond this, are seen the advanced works and batteries of the besieging army, with a broken aqueduct stretching across the plain to the westward of the republican camp, and passing near the hill of Richard *Cœur de Lion*: the distance is occupied by Mount Carmel, and at the verge of the horizon is faintly perceived Mount Tabor.

CORRESPONDENCE.

A Synopsis of Naval Actions between the Ships of His Britannic Majesty and of the United States, during the late War. [By a BRITISH NAVAL OFFICER on the American Station.]

[Continued from page 134.]

ON the 14th of August following, a sloop action between us and the Americans yielded a similar result to the last. The force of the Pelican I take from that of the heaviest of our brig-sloops; and the number of men she had in the action, from Captain Maple's letter. The force of the Argus, in guns and men, I also obtain from the same source; and her killed and wounded from other accounts of the action, subsequently published. No American official account has yet appeared in print.

PELICAN,	ARGUS,
rating 18 guns, mounting the same.	rating 16, mounting 20 guns.
(and perhaps a boat-gun.)	
Broadside.	Broadside.
8-32lb. carronades—256lbs.	9-24lb. carronades—216lbs.
1-6lb. long gun 6lbs.	1-12lb. long gun 12lbs.
——262lbs.	——228lbs.
Men and boys, 116	Men of the usual quality, 136.
Measurement, about 380 tons.	Measurement, about (English) 385 tons.

Superiority on the British Side.

In weight of metal—as eight to seven.

Ditto on the American Side.

In number of men—as six to five.
In size—equal.

The captain of the Argus was a great favorite; and had his vessel fitted out, in every respect, as a fighting ship. His crew had iron scull-caps to defend their heads in boarding; and were so tall and stout, that they were ashamed at being compared with their conquerors; who were certainly in appearance a very indifferent ship's company. No great loss was sustained on either side in this action. Ours was seven killed and wounded: of the Americans, one account says 40; another, probably the most correct, 23.

Among the occurrences of this year we must not forget the chase of the President, late American frigate, in company with the Scourge, privateer, of 10 guns, and 120 men, for three days and nights (light all the while) off the North Cape, by the Alexandria, a twelve-pounder 32, and the Spitfire sloop; of (united) actually less than two thirds the force of the pursued. It was reasonable to doubt this at first; but the concurrent testimony of several persons has since confirmed it. The commodore's journal of his cruise has this item: "July 19, was chased from our cruizing ground, off N. Cape, by a line of battle-ship and a frigate. From the lightness of the wind, and several shiftings of it in their favour, the chace was prolonged to 86 hours." In another place he admits the Scourge was in company. This is a very sore subject to American naval officers. During this cruise, the commodore captured H. B. M's schooner Highflyer, of five guns, late tender to Admiral Warren. That is the only circumstance that can account for the term *brilliant* being applied by the government papers to this the commodore's five months cruize.

On Lake Ontario we captured and destroyed the American national schooners, Julia, Ontario, Hamilton, and Scourge; and on the ocean the Shannon. The Morgiana, of 22 guns, and 50 men, was taken by the Barrosa frigate. She was formerly a British whaler, taken and commissioned by Captain Porter; and appears in the American navy-list as a regular man of war. We this year sustained a severe but not disgraceful loss on Lake Erie; as well as of the Dominica schooner, and Boxer gun-brig,* of which affairs I shall proceed to a statement of the latter action.

It took place some time in the following month; but the exact day is not recollected. Our brig had two officers and some men absent: the Enterprise, aware of that circumstance, put to sea with the avowed purpose of attacking her; therefore, was fully prepared for battle. No British official account of the action has appeared. After many gross mis-statements in the American papers, the following estimate of the force on both sides was deemed tolerably correct:—

BOXER,	ENTERPRISE,
rating 14 guns, mounting the same.	rating 14, mounting 16 guns.
Broadside.	Broadside.
6-18lb. carronades—106lbs.	7-18lb. carronades—126lbs.
1--6lb. long gun 6lbs.	1--9lb. long gun 9lbs.
——114lbs.	——135lbs.
Men and boys, 64.	Men, " picked, as usual,"—130.
Measurement, 180 tons.	Measurement, English, 220 tons.

Superiority on the American Side.

In weight of metal, as six to five.
In number of men, as two to one.
In size of vessel, as eleven to nine.

The death of Captain Blyth in the very onset of the engagement; the loss of the main-top-mast almost immediately afterwards, and the want of officers fully competent, perhaps, to second the wishes of their fallen chief, were untoward circumstances; even had the number opposed to them been less than double the Boxer's crew. Yet did the gallant little band make good use of their guns; for of the enemy they killed and wounded 14; losing of themselves in killed and wounded, notwithstanding the vast disproportion we have noticed, only 21. It will not surely be too much to say, that 40 more men, and a skilful officer, would have changed the result of this battle.

Of all vessels in his Majesty's navy, never was there so despicable a class, as the 10, 12, and 14-gun brigs. They, in general, sail like colliers, and in actual force are an undermatch for most of the privateers, that fit out from America. They are ever likely to become the grave, not only of the lives, but the reputations, of valuable officers and men; and I hope to see them all, 'ere long, for ever erased from the list of "British king's ships."

Vide Vol. xxx, p. 348.

Now comes a new æra, and I trust it will prove a single one, in American naval chronology,—a victory in squadron ! The 10th of September, 1813, saw this event happen. An event, nevertheless, that reflected no dishonour on British seamen ; but exhibited additional proofs of their devotedness to the good old cause of their king and country.

At the very commencement of the highly interesting letter of Commodore Barclay, detailing this unfortunate action, will be found the following words : " So perfectly destitute of provisions was the port (Detroit) that there was not a day's flour in store, and the crews of the squadron under my command were on half allowance of many things ; and when that was done there was no more." In another place, he says, " No intelligence of seamen having arrived, I sailed on the 9th instant, fully expecting to meet the enemy next morning, as they had been seen among the Islands, nor was I mistaken." Again he says, after recounting the loss of the battle, " manned as the squadron was, with not more than *fifty* British seamen, the rest a mixed crew of Canadians and soldiers, and who were totally unacquainted with such service, rendered the loss of officers more sensibly felt."

It clearly appears, then, that thus " deplorably manned," and with crews half-famished into the bargain, the British squadron was obliged to put to sea ; and risk a battle with the squadron of the enemy. What that squadron consisted of, I will shew presently.

Many weeks before the action took place, the American newspapers informed us, that one hundred ; and again one hundred and fifty, and so on, of " prime seamen," had left the ships of war in Boston and New York, to join the fleet on Lake Erie. Besides these, which we may estimate at 350 at least, there were soldiers, *riflemen*, and volunteers, of every description, flocking on board from the neighbourhood. There is no getting at the number of men wholly engaged on either side in this battle; but I have no doubt that in point of seamen only, they exceeded us full 6 to 1 ; and perhaps in the aggregate complement of each squadron as 4 to 1.

The armament of the ships both British and American, I am enabled to give correctly, as well from Captain Barclay's official account, as from American statements, published *previous* to the action. In number our ships amounted to six ; theirs to 9. Without naming or interfering with the ships on either side, I here present the broadside weight of metal of the two squadrons, reckoning all guns on *pivots*, and odd or shifting ones, as belonging to the broadside :—

BRITISH.
Broadside of Squadron.

Long guns—	1-24lber.	24lbs.		
	1-16	18		
	5-12	60		
	8 9	72		
	3 6	18		
	2 4	8		
	1 2	2		
			202lbs.	
Carronades	8-24lbers.	192lbs.		
	6-18	72		
			264	
				466lbs.

AMERICAN.
Broadside of Squadron.

Long guns—	3-32lbers.	96lbs.		
	5-24	120		
	6-12	72		
			288lbs.	
Carronades	21-32		672	
				960lbs.

Superiority on the American Side.

In weight of metal, full as two to one.

Here was a mighty difference in force; yet was not the battle gained without a struggle, and a hard one too. We were peculiarly unfortunate in the loss of officers; every one " commanding vessels, and their seconds, were either killed or wounded!" Notwithstanding this *two* to *one* victory,* our total loss in killed and wounded scarcely exceeded the enemy's. It was on our side 135; on the American 124; and would have been still greater on their part but for the complete success of a *ruse de guerre*, or, in common parlance, a Yankee trick, practised on board the commodore's flag-ship, the Lawrence. This was no other than lowering down the colours to obtain quarter; and re-hoisting them at a convenient opportunity, to resume the fight! So much for American honour!

After this *unexpected* victory, the American commodore, believing himself (what he is since among his countrymen called) a *second* NELSON, begins his official letter with, " Almighty God, &c." similar to the heading of that written by the immortal hero himself, after the battle of the Nile, and so surprised was he at the small number of prisoners he took, that, in a second letter, close upon the heels of the first, he informed his government the British loss was " tenfold" that of his own!

Much blame was certainly due *somewhere*, but not to Commodore Barclay, for his squadron being forced to sea in search of food, and for his not having forwarded to him sailors to man his ships. Commodore Perry chuckles greatly on his good fortune, as well he may; and he often declares, that, for many days, while his two large brigs were building, *one-hundred* men might have destroyed them in an hour! He adds, also, that it took him nearly a whole day to warp these brigs out of the harbour, without even ballast in them (a bar crossing the entrance); and that a very small force sent against him at that time, would have made an indifferent day of the tenth of September.

(To be continued.)

* * *

MR. EDITOR,

IN volume xxxii, p. 241, of your CHRONICLE under the head of " Marine Law" is the following article: " On the 31st March a court martial was held at Plymouth on board the Salvador del Mundo for the trial of Captain Philip Browne, of the Hermes frigate, on seven distinct charges preferred against him by the first lieutenant Mr. Charles Letch, for abusive and fraudulent conduct. The court determined that the charges had been in part proved, and in consequence adjudged Captain Philip Browne to be dismissed his Majesty's service." Such a statement conveyed through the wide circulation of your valuable publication, cannot but have excited an impression most unfavorable to the character of Captain Browne, and although this officer has been reinstated in his former rank, I feel assured that you will consider it an act of justice to insert the following statement which will enable the public to form some opinion how far that impression was justified by the real facts of his case. Captain Browne was, as before stated, tried upon seven distinct charges, in no manner connected with each other; some of them embracing offences of no less a criminal dye than false muster, and fraud on the government, whilst others are of a description that, in any event, censure must be the extent of punishment attached to them; and, although one of those charges was abandoned, and no evidence adduced in its support, the court, by one sweeping clause, adjudged the charges to be in part proved, and sentenced Captain Browne to be dismissed from H. M. service; a proceeding which, whether with reference to its informality as connected with charges of a serious nature, or to its severity, stands without a precedent on record. It requires very little acquaintance with naval, or any other species of law, to discover, that such a sentence could not be legal. It would be absurd to comment on the hardship and injustice attendant upon a system which would at once confound all the varieties of offence, whether they were of a nature derogatory to the honour or moral character of the party, the result of a moment of irritation, or the consequence of a blameable warmth of temper: the following opinion, however, of an eminent counsel places the subject in so clear a light, that I think it cannot fail to be acceptable to your readers:—

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* A massy service of plate has been formally presented to Commodore Perry by the citizens of Boston, expressing on the inscription a victory obtained over " a very superior force!"—Surely the Americans deserve a patent for *lying*.

" The proceedings of naval courts martial, as they are at present constituted, cannot reasonably be expected to adhere strictly to legal forms, or technical accuracy; all that can be looked for is, that the charges should be specific, and the proofs of each charge should be *separately*, as well as satisfactorily made out. I say SEPARATELY, because the courts are bound to come to a decision on each, each being a distinct issue, on which they must decide; it is, therefore, essential to justice that this should be observed in naval courts, because they have not the same advantage which attends a military court martial, where, if any inaccuracy occurs (as the court is not dissolved) the sentence may be sent back for revisal before the result is made public: but, where the sentence is promulged on the decision taking place, as in a naval court martial, the prisoner is excluded from all redress (if it is irregular) except by the interference of authority, as far as goes to the restoration of those deprivations which such a sentence was calculated to inflict. Now, in the present case, it appears to me, that the prisoner has much to complain of, for he is accused of various offences of different descriptions: some (as of *false musters*) are so criminal, that, if he had been adjudged intentionally guilty of them, on proper and undoubted proof, he would have been precluded from all hope of future employment, whilst others were of so inferior a nature, that, if guilty, a censure was the utmost to be deprecated: whilst this judgment is couched in terms so vague and uncertain, that it is impossible to collect, " whether he was found guilty of *a part of every charge*, or *of some one*, or of more than one, of the whole charges of which ONE is a part. If it means the former, it is in direct contradiction to the minutes which state, that the last charge was abandoned, and for reasons which must have acquitted the defendant. Again, if it means the latter, it is ambiguous and uncertain to which of the charges it is to apply; for it is as applicable in terms to that which was not tried, or to any of which they thought him *not guilty*, as to any others; and it would only prove that they perfectly acquitted him of some, by only finding him guilty of a part. The judgment, therefore, is so vague and uncertain, on a subject which imperatively calls for the utmost certainty, that I do not feel how the sentence founded on it can be consistently enforced. Having thus stated my impression on the case, I do not feel it necessary, nor would it become me, to analyse the evidence, in order to guess on what part of it the court formed their decision; for, after all, it would be but guessing. I shall, therefore, content myself with stating my opinion, after having attended, with all the care I am capable of bestowing on the evidence as applicable to the charges, as well as to the sentence, as founded on that application, that it is informal, irregular, and illegal! notwithstanding which, I cannot, from the nature of the subject, point out any mode in which Captain Browne can procure redress: the only amends he can look to, must be found in the justice and honorable feelings of the Board of Admiralty, in whose power it lies to restore the situation he has been deprived of, and to the prevention of which I can perceive nothing on the face of these proceedings: to that tribunal he will have a right also to submit any of those facts which, although capable of proof, did not occur to his recollection at the time of the trial.

Temple, Nov. 29th, 1814. *Frs. Const.*

A memorial was accordingly presented by Captain Browne to the Admiralty, who laid the proceedings of the court martial before the crown lawyers for their opinion thereon. This opinion was, that there was nothing in the proceedings which could warrant the sentence against Captain Browne, and that the *proceedings* were informal and irregular. It will, perhaps, be a matter of surprise, that the Admiralty would, after resorting to such an authority, have felt indisposed to act upon the opinion communicated, and should have professed to lend its sanction to a proceeding, to which such a character had been affixed, without attempting to investigate the motives of a conduct, which, at best, seems difficult of comprehension. It may be remarked, that this board has not, at all times, been actuated by a similar sentiment; one of its members, at least, will have no difficulty in recollecting an instance of an officer, who, having been dismissed the service by the sentence of a court-martial, was restored within little more than one month, and soon after employed, without any opinion as to its irregularity and informality, and who has not only since filled an important office, but added to his name a recent illustrious order of knighthood, destined for those who have had the good fortune to distinguish themselves in their country's service. A different course was, however, to be adopted, with regard to Captain Browne, who was not reinstated until after a noble lord had called the attention of parliament to the subject; and it is conceived that the service will long have reason to testify its obligations to that noble lord for his exertions on that occasion, and for the improvement which may in consequence be anticipated in the practice of naval courts martial.

I am, Sir,

Your very obedient servant.

T. P.

* * *

Non illi imperium pelagi, sed mihi sorte datum.

MR. EDITOR, *Dover* 1*st September*, 1815.

DURING the *lull* produced in politics by the peace patched up with America, and the military occupation of France by the allies, this seems the season for placing on record in the N.C. a few *memoranda* concerning that popular theme :—THE SOVEREIGNTY OF THE SEAS.

The right of the *trident*, which foreigners dispute with us, is as much a conquest as any one gained on land ; it is gained and must be preserved by our cannon ; and, the French, who for ages past exclaim against what they call our tyranny, have only been hindered eventually from becoming themselves universal tyrants over land and sea, by that sovereignty of the sea without which Britain would cease politically to exist. In a late memoir of the French institute is a bitter philippic against this sovereignty, and a notice adapted to the writer's purpose, of two great controversial works on the subject. The following is the historical anecdote concerning this question useful to revive :—In 1634, a dispute arose concerning the herring-fishery on the English coast. The French and Dutch had always persevered in declaring that the seas were perfectly free on a treatise by HUGO GROOT (usually, though pedantically, named GROTIUS), published so early as 1609, and entituled *Mare liberum*. In 1618, our countryman SELDEN composed another treatise in defence of British dominion by sea, but from accidents which are not known, it was not immediately published : the progress of the controversy, however, determined SELDEN, in 1636, to publish his famed *Mare clausum* in answer to GROOT. Both these great men felt a mutual respect for each other : they knew only a rivalry of genius. As a matter of political discussion, the English patriot must incline to the arguments of SELDEN, who has demonstrated the prior occupancy of the narrow seas to the utter exclusion of the continental nations from fishing without our license. He proves that our kings had often levied great supplies of money for the express purpose of defending this dominion, even without the concurrence of their parliaments. A copy of SELDEN's work was deposited in the council-chest of the exchequer, and in the court of Admiralty as one of our most precious records. The historical anecdote closes by the Dutch themselves acquiescing in our sovereignty over what are emphatically denominated the British seas, agreeing to pay a fine of thirty thousand pounds to the king of England, for liberty to fish therein, and engaging to pay annual tribute for the same. That the Dutch were converted by SELDEN's arguments is a logical triumph I cannot venture to boast : but the *ultima ratio regum* prevailed, and when we had destroyed their whole fishing fleet; the question appeared much clearer than in the volumes of GROOT. Another Dutchman presented unto the states-general of the united provinces a ponderous reply to *Mare clausum*; but the wise SOMMELSDYK advised the states to suppress an unseasonable discussion; observing, that the right must be decided by the sword, and not by the pen.

Robinson Crusoe.

* * *

MR. EDITOR, *15th August*, 1815.

THE second abdication of Buonaparte, and his departure for the island of St. Helena, (from whence it is to be hoped he will never return again to Europe, which he has so long disturbed) naturally leads us to the contemplation of a long period of peace. It is true, the state of France is very far from tranquil, but the *commanding armies* of the allies, now scattered in every direction over that once garden of the world, must soon teach the people that quietness alone can save their country from partition and dismemberment; the remains of the army alone create ferment, and keep alive that spirit of rancour and animosity which prevails to such a degree at present. Nor is this to be wondered at—they feel themselves humbled and conquered; and such is their attachment to their old commander, and their indignation at beholding their country conquered and traversed by *the foreigner*, that while they exist it is needless to expect tranquillity. They cannot forget the battle of Waterloo, so glorious to our Wellington and his brave army; nor its disastrous consequences to France. Another great convulsion, arising entirely from this disappointed spirit (natural, I allow, to all, especially military men), is daily to be expected; the result of which must be, the destruction of the furious remains of that army which has been truer to the Ex-emperor than he has been to himself. Then will the allies be obliged to consider France in every respect as a conquered kingdom, and to make it feel *all* the miseries it has so often inflicted on its neighbours.

We may be obliged to keep a large army there for some years; but the reduction of our navy is already begun, and will soon be completed, so as to put it on the peace establishment. I observe there is another promotion immediately to take place, particularly of lieutenants; and it is pleasing in the highest degree to see the liberality of the present first Lord to the deserving midshipmen, it is both just and necessary. From the consideration of an increased, increasing, and now overgrown, list of naval officers, it has occurred to me, that from the great numbers of every class who are incapable of service, from wounds, sickness, or other causes, it would be very desirable to form a much more extended *Retired List* than exists at present in the navy; there are numbers of officers who continue on the list, that have not been at sea for many years, nor could or would go if called on; what I would, therefore, propose, is to get an accurate list of all such made up, who have not served for ten years past, and forming of these a permanent retired list, either excepting from it, or increasing the allowance, as may be deemed expedient, of those who have received severe wounds or decidedly lost their health in the service. These should be entirely separate from the lists of effective officers; and it would no doubt be found necessary to preclude their attaining further promotion, on the same principle as prevents officers who have not served for some time afloat, from attaining flags. Their retirement, however, ought to be made as comfortable as possible.

In this manner our lists, now so much overgrown, would be considerably reduced, and *effective officers only* retained on them; and, as so few can possibly be employed in time of peace, it is highly necessary to prevent unnecessary promotion taking place, and therefore none of flag officers ought to be made more than once in two or three years, and then a very limited number. The post captains, commanders, and lieutenants ought also to be limited; say, ten of the former, fifteen of the latter, and twenty-five or thirty of the lieutenants, be promoted annually at home, and strict injunctions given to commanders abroad to make none unnecessarily on foreign stations. I think the employment of many supernumerary officers during peace would be advisable, particularly of lieutenants and young midshipmen: and the remarks of a midshipman in your Number for July, relative to the want of schoolmasters appear to me worthy of attention. Nor in time of peace can officers be more judiciously employed than in making voyages of survey and discovery; although I certainly must entirely agree with Orion in his remarks on the loss of ships so often by the same captain, that *unfortunate men* ought *not* to be employed beyond a certain point; for instance, if a physician had lost his first dozen of patients, would not his character suffer? so if a captain lose *three* ships, would it not be particularly kind and condescending of an Admiralty Board to give him a fourth. They do not do so in general, nor in my opinion ought they.

Nestor.

* * *

MR. EDITOR, 12*th August*, 1815.

I TRUST it is almost unnecessary for me to say, that there are none who more sincerely rejoice than myself in the success of our victorious fleets and armies, conscious, as I am, of possessing the *amor patriæ* in a degree by no means inferior to your correspondent J. C. who has, in his letter inserted in your Number for June, done me the honour to allude to some expressions of mine relative to the war with America; abstaining, however, from a *direct attack*, he has confined himself barely to quoting an expression, despairing, he says, of convincing such a writer, one so regardless of his country's triumphs as he supposes me to be. The letter from which he selected the extract—“Thus has ended in *defeat*, but not disgrace, *all* our attempts on the American coast,” was principally on the subject of our late unfortunate expedition to New Orleans; an expedition which, owing to the unexpected re-appearance of Buonaparte in France, was very soon merely regarded by the public as a trivial occurrence, compared with the great events likely so soon to happen in France. When I made use of the word *all*, I certainly should have excepted the capture of Washington, the expedition under Captain Sir James Gordon, and that under Sir J. Sherbrooke to Passmaquody; but having mentioned all these in a former letter, in terms expressive of my admiration and satisfaction, I could not but suppose that most of your readers would go along with me in the general idea I had on the subject of our attacks on the American coast; viz. that they had not made any *effectual impression* on that country; nay, that *many*, if not *all*, of them had proved unsuccessful. Need I mention to this writer J. C. that, at Baltimore, at New Orleans, at Plattsburg, and Lake Champlain, by far the most considerable attempts we made, we completely failed? I do not mean to say, that our army and navy did not perform their duty, most assuredly they did so, with very few exceptions, but I say, and I am confident J. C. cannot refute the assertion that all these expeditions failed; and that the general opinion prevalent in this country is, that the American war was not prosecuted with the vigour and success which was expected; and if I assert that the disappointment was not confined to the public, but was felt in nearly an equal degree by the ministry also, I do not believe I assert what was not the case; the impending court martials on Sir George Prevost, and Colonel Mullens of the 44th regiment, demonstrate their feelings on the failures at Plattsburg and New Orleans; at Baltimore our force was totally inadequate, and the loss of General Ross deeply to be lamented by the country and the service. Most sincerely happy would I be to think that our success at Washington could counterbalance these signal failures; I do not think the historian to whom J. C. alludes will be able to strike the balance in our favour in our war with America, whether he recounts our victories by land or sea. But, as I have never denied to our gallant warriors the meed of praise, so justly their due, for having done all that men could do, surely I am not obliged to say that ministers could not have done *more*, or that commanders-in-chief always acted for the best; this is demanding too much—and I again repeat, that our attacks on the coast of America were *too long delayed*, and, in several instances, too small a force employed. Had expeditions been sent out the first year of the war, many of the arsenals, naval depots, and sea-ports of America would have been easily destroyed. Had Sir George Prevost attacked Plattsburg he would have carried it, and the Americans been signally defeated; General Pakenham, at New Orleans, feared disgrace, and chose to devote himself and his gallant men, rather than retreat—these are cases in point. But J. C. must not suppose that I think the Americans can *always* beat us; I only say they have been held too cheap, and that, until the end of the contest, we did not estimate either their strength or consequence as it really existed; experience only taught us that they could fight bravely. But I would now shake hands with J. C. trusting no such untoward events will again occur, and join him most heartily in bearing ample testimony to the gallantry and self devotion of the British troops under the immortal Wellington. Amidst the universal feeling of exultation so prevalent after the battle of Waterloo, we may very well cease to think any more of our reverses in America; let us only bear them in mind, so long and so far as to avoid them in any subsequent contest. May this be far, far distant: may the bleeding wounds of Europe have time to close, and peace once more bless the distracted nations.

Albion.

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MR. EDITOR, *September* 1.

ALLUDING to the particulars of a steam-frigate[*] said to have been lately launched at New York, of great dimensions and powers, can you learn by what process is the water boiled so expeditiously as to enable the engine to discharge a hundred gallons of boiling water *per* minute, on its own or its adversary's decks?[†] An answer to this *quære* will much oblige

Palinvrvs.

* * *

MR. EDITOR,

REFERRING to Admiral Collingwood's letter, detailing the proceedings of the fleet subsequent to the battle of Trafalgar, the admiral says that "Captains Hope, Bayntun, and Malcolm, joined the fleet, *this moment*, from Gibraltar (the letter is dated the 24th, and the battle was fought on the 21st). But Captain, now Rear-admiral Sir George Hope, K.C.B. and a lord of the Admiralty, wears the honorary medal, which was intended *only* for those gallant officers who distinguished themselves by their services *on that proud day*; although, by the admiral's letter, he appears not to have been present. Under this impression, permit me to inquire, through the medium of your impartial publication, whether the fact of obtaining honours under false[‡] pretences are forensically cognizable?

Verus.

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[*] *Vide* page 214.

[†] The query of our worthy correspondent (certainly, a very rational one) is respectfully referred.

[‡] We have inserted the above as a matter of abstract question; but, in the present instance, we think the term *false* rather too strong. To the Captains Hope, Bayntun, and Malcolm, we see the charge of destroying five of the enemy's ships, under circumstances of peculiar difficulty, were committed, and promptly executed; and, therefore, although the claim might not be *literally* founded, we think it can in no other sense be termed false.

ANCIENT AND MODERN PARLIAMENTS OF SICILY.

BY A NAVAL OFFICER.

ENDEARED as the British constitution is to the subjects of its controul, an impartment of its privileges to the inhabitants of an island alike remarkable for the wonders of nature, the former power of its people, and the depth of misery which a series of absolute monarchs and feudal tyrants has reduced it, must be interesting. The feudal system, abolished in the more enlightened nations of the continent, was controled alone by the supereminent power of the monarch; the peasantry, the vital strength of a free nation, naturally remained in the state of ignorance, subserviency, and poverty, consistent with such a government.

In this state was the Island of Sicily, a last refuge of early systems, the ill effects of which were more forcibly felt by the poverty and insignificance it entailed, its separation from Naples, and the changes introduced by English patriotism, may, under the influence of able rulers, restore it to a rank equal to its extent, situation, and population.

The Normans were the first people in modern history who understood the great leading principles of popular liberty, who, brave in themselves, were determined to be free. In the first ages, those privileges were confined to an aristocracy, the power of the prince was frequently restricted by his barons, and even mitred prelates were sometimes found within the portcullis of their castles uniting the anathemas of religion with the thunders of war. A gradual improvement in manners produced commerce; from which a third order, before unknown, has arisen. Riches have been in all countries and ages the great source of power. The king frequently required the assistance of the people to restrict the most refractory of their nobles; the latter also occasionally had recourse to their aid against the arbitrary encroachments of the monarch.

Sicily, ravaged by the Saracens, and ultimately invaded by the Normans, and the inhabitants of Barbary in later times; violated by the French, the Germans, and our Richard the Ist; distracted by numerous revolutions, and subjected to Naples; never attained any commercial pre-eminence: two orders of men alone influenced its destiny, the Noble and the Monarch; a Tuis Etat, or third estate, was alone wanting to complete its constitution.

Roger, Count of Normandy, and allied to our William the Conqueror, on rescuing the island from the Saracens, who had held it from the seventh century, consistent with the customs of his country, divided it into three parts: the first he retained to himself; the second, with the bigotry of the times, was appropriated to the church; the third was equally divided among the great military officers, from whom the present nobility are descended. Of these three he composed his parliament. The Braccio Militaire contained 250 nobles; of this house, the Prince Butera was hereditary president: the Braccio Ecclesiasrico, or Clergy, consisted of 71 members, the Archbishop of Palermo being president: the last, the Braccio Demenialo, or members of 43 royal burghs, somewhat resembling the English House of

Commons. In the reigns of our Henrys or Edwards, the nomination was exclusively vested in the corporations; the prætor, or member for Palermo, generally a noble, presided.

The policy of the House of Bourbon urged them to restrain the power of the two first. Patriotism was almost exterminated by measures equally impolitic and tyrannic; the latter was rendered completely nugatory by the admission of proxies, one man frequently representing six towns; the prætor had always a sufficient number to command any question. According to the forms of parliament, bills generally originated with the nobility, each of whom sat from their feudal towns, from whence they derived their titles, having a vote for each: thus the Prince Butera had fourteen votes, while the junior Baron di Belvedere had only one. Brydone asserts, that the princes created by Philip the Second were not the oldest families in the island, and that their consequence was in an inverse proportion to their rank. This is not true of the parliamentary ones, eight of whom are lineally descended from the followers of Roger. On the opening of the parliament, these attended in one state carriage. Many of the younger branches of great families have also attained this rank. Thus there are three of Ventigmiglia, two of Sambuceo, two of Miaglairao, two of Grammonto, the last evidently of French origin, as is Angio, descended from Charles of Angou. The house of the Clergy is frequently deficient from the non-attention of the crown to the filling up of vacancies; the vicar capitulars not sitting, by the new constitution the clergy and nobility sit in the same house, as in England; the former voting as peers of parliament, the latter as barons of the realm; each individual having a single vote. This house is termed the Camera di Pares, or equals, and now consists of, first, spiritual peers, viz.

Archbishops	3—Palermo, Monoales, Messina.
Bishops	7
Archimandrite	1
Abbots	45
Previs	5
Totals	61

The Archimandrite is an anomaly of the Sicilian hierarchy, having a diocese without being a bishop.

Secondly, Peers temporal:

Princes	50
Dukes	18
Marquisses	20
Counts	2
Barons	34
	124
Spiritual	61
Grand total	185

Many of the nobility are termed Princes in society, who sit from their towns as dukes and marquisses in the house: thus Marquiss Santo Croci is called Prince; Duke Sperlinga, Prince Petrali, &c. There are also a very numerous nobility decorated with elevated titles from their estates, having no town annexed, who enjoy no political influence, having no seat.

The Camera di Commune, or House of Commons, is composed of two members for each of the twenty-three districts into which the island has been divided by Piaggi. Six members for Palermo, three for Messina, three for Catania, two for Castligerone, two for Marsala, two for Trapani, one for each of seventy-four towns and villages whose population is not less than six, or does not exceed fifteen thousand; among these is Lepari, the capital of that island; the bishop has a seat among the peers; one for the university of Catania, one for that of Palermo, besides one for ecclesiastical property of which it is proprietor; thirteen for royal burghs, whose inhabitants do not amount to six thousand, viz.

Calascebeta,
Santo Luccia,
Paggo di Guta,
Randaggio,
Castioneuvo,
Sentino,
Palaggio,
Sestero,
Linguaglassio,
Patri,
Rametti,
Tavorina,
Tartalcsccio, by ancient privilege.

The numbers will stand thus, viz.

Twenty-three districts, two each	46
Six great cities	18
Towns, per population	74
Royal burghs	13
Universities	3
Total	154

Each householder has a vote for each member: considerable aristocratical influence prevails, the nobles being sole proprietors of the soil. The Senior di Vassallo is speaker, and presides with uncommon dignity. In the first session of the new constitution, the Prince of Villa Franca was president of the Peers: he has been succeeded by the Prince di Maloagna, of the family Miaglaccio; Earl Nelson has a seat, as junior duke, from the town of Bronte. The present place of meeting is the Library of the Jesuits, fitted up with uncommon taste; the throne and seats of the peers are of crimson velvet embroidered with gold; disposed in three tiers, at each side of this noble apartment, infinitely superior to the one occupied by the British, the president sits on a low chair opposite the throne; before him is a table for the business of the house; a small gallery on the right for the royal family; opposite to which is one for ambassadors; at both sides, outside the railing, are places for foreigners of distinction or respectability: there is ample room below the bar for the commons. On opening the session, the ceremony is conducted in the same manner as in England. The Camera di Commune is above stairs, in another angle of the building, and is lined with green silk; the form resembles that of the peers; the committees sit in small apartments adjoining; that of privilege was uncommonly busy, from the numerous claims made for rights of seat and peerage. The Italian eloquence is by no means contemptible; the Duca di Sperlinga and Prince of Malvogna among the peers, and Signior di Vassallio in the commons, unite the utmost dignity of manner with the most lively delivery; the speakers of the latter abound with antithesis; the debates in the different houses sometimes arise to an acme not entirely unknown in our own, particularly in the lower house; on one occasion, it was near being a battle: The brother of the Baron di Archeti, on leaving the house, challenged a member who had differed from him; the other refused, alleging that the affairs of state were to be combated by reason and sense alone; Archeti horsewhipped him within the precincts of the house, and was afterwards confined.

The first ministry after the change of affairs was composed of the creatures of the House di Vintigmeglia; these have given place to one more consistent with the wishes of the people. Innovators are generally dreaded, and the nobility were sore at the recent loss of political pre-eminence. The present ministry are particularly the choice of the hereditary prince.

Duca di Avarno	is	Secretary for the Home Affairs.
Marquis Lucchesi		Foreign.
Conde Naselio		War and Marine.
Marquis Ferreri		Finance.

The internal government is in the hands of the Prince di Fiume Cartardo, prætor of Palermo.

From this account our readers will perceive, that the ancient parliament nearly resembled the old states-general of France; the present is nearly a type of ours. At this moment, the differences which exist arise from the jealousy of the nobles, and may be read in the new code, of which a translation will doubtless appear. The inhabitants of Sicily now possess two advantages, the want of which have been regretted by many of our legal writers, an equal representation and written constitution. The blessings of liberty will be more universally felt when commerce enriches this people—by it alone the third and most independent and powerful estate will be formed—Men equally remote from the splendors and servility of luxury, or the more abject submissions of poverty and despair. Sicily will again become the commercial entrepot of the Mediterranean; her Palermo and Messina will equal the ancient, but now desolate, Siracuse and Agregentium.

PHILOSOPHICAL PAPERS.

EXTRAORDINARY CALCULATION.

THE illustrious Halley having remarked that the elements of the orbits of the comets of 1531, 1607, and 1682, were nearly the same, concluded that they belonged to the same comet, which, in the space of 151 years, had made two revolutions. It is true that the period of the first revolution is thirteen months longer than the second. But this great astronomer thought that the attraction of the planets, particularly of Jupiter and Saturn, might have occasioned this difference. He judged from these circumstances that the return of the comet would be about 1758, or the commencement of 1759. During the whole year of 1757, astronomers looked for this comet; and Clairant, who had been one of the first to solve the celebrated problem of the three bodies, applied his solution to the determination of the inequalities which the comet had sustained by the action of Jupiter and Saturn. The 14th of November, 1758, he announced in the Academy of Sciences, that the interval of the return of the comet to its perihelion, would be 618 days longer in the present actual period than in the former one; and that, consequently, the comet would pass its perihelion about the middle of April, 1759. He observed, at the same time, that the small quantities neglected in this approximate calculation might advance or retard this term a month. This philosopher had the satisfaction of seeing his prediction accomplished; the comet passed its perihelion the 12th of March, 1759, within the limits of the errors of which he thought his results susceptible. After a new revision of his calculations, Clairant fixed this passage at the 4th of April, and he would have brought it to the 25th of March, if he had employed the mass of Saturn, such as it is given in chapter 2d of La Place's Systeme du Monde; that is within *thirteen* days of the actual observation!! This difference, says La Place, will appear *very* small, if we consider the great number of quantities neglected, and the influence which the planet Uranus might produce, whose existence was at that time unknown.

This is truly an extraordinary instance of precision, not produced by accident, but from a judicious application of the grandest problem of modern times.

The INTEGRAL CALCULUS is, indeed, the greatest and most powerful extension of the intellect. The human mind seems capable of nothing greater; and having arrived at the consummation of every thing finite, retires into itself, astonished at its own temerity.

* * *

GEOLOGICAL DISCOVERY.

A DISCOVERY, interesting to the geologist, was lately made by some workmen employed in taking away part of Bunker's Hill, in Plymouth dock-yard. More than 20 feet below the surface they found a large number of petrified cockle and other shells, imbedded in the solid rock, which must have lain there ever since the deluge, as no part of the dock-yard could have been subject to the influence of the sea before its foundation, from the nature of the ground, which then consisted of cliffs or high rocks, considerably above the level of the tide.

HYDROGRAPHY, PILO

AFRICA.

ST. HELENA.

[Continued from page 152.]

Eastern Passage to St. Helena.

CITY OF LONDON left the Isle of Wight, February 1st, 1803, and passed to the westward of Madeira and Canary Islands; then to the eastward of Cape Verde Islands, on the meridian 19½°W. in passing them. Lost the northerly winds February 20th, in lat. 7° 50′ N. longitude 16° 40′ W.; had then faint airs from the northward and westward till in latitude 5° 20′ N. longitude 11° W. the 25th; light S.W, and southerly airs then commenced, and increased to a moderate breeze, when about 26 leagues southward from Cape Palmas, March 5th, which continued till in latitude 3° S. longitude 5° 30′ E. the 16th. Had then S.S.Westerly breezes till the 27th in latitude 7° S. longitude 2° E. it veered to S.S.Eastward. Made two tacks afterward, and arrived at St. Helena, 3d April.

Two Ships bound to Cape Good Hope, by a long track of S.S.Westerly Winds, made the Eastern Passage to St. Helena.

Skelton Castle, Union in company, August 10th, 1803, in latitude 16° N. longitude 25½° W. lost N. E. trade, soon after had S.S.Westerly winds. Stood on the starboard tack, and crossed the equator on the meridian of London, September 7th. Light S.S. Westerly winds continued. Tacked at times to the westward. On the 24th in latitude 9° S. longitude 9° E. The S.S. Westerly winds continued till the 28th in latitude 11° S. longitude 4° E., it veered gradually to S. by E. and S.S.E.; stood on the larboard tack, and arrived October 1st, at St. Helena.

Minerva separates with Lord Eldon, passes to the eastward of Cape Verde islands, and arrives at St. Helena ten days before her.

Minerva, Lord Eldon in company, passed the Isle of Wight, June 18th, 1802; parted company, July 4th, in latitude 22° N. longitude 19° W., having passed to the westward of Palma. The Minerva passed to the eastward of the Cape Verde Islands, keeping in 19° W. longitude at the time. Lost N.E. trade, 7th July, in latitude 13° N. longitude 19° 30′ W. Had westerly winds till the 12th, in latitude 7° N. longitude 16° W. it veered to the S.S. Westward; stood on the starboard tack, and crossed the equator, 25th July, in longitude 4° E. Continued on this tack with steady breezes, S.W. and S.S.W. till the 30th in latitude 2° S. longitude 8° E.; had then calms, and variable breezes at southward. Tacked occasionally. In latitude 4° 20′ S. longitude 8° E. August 6th, the wind steady at S.S.W. and S.W. by S., stood S. Eastward till the 9th, in latitude 5° 22′ S. longitude 11° E. Tacked to westward; and on the 15th, in latitude

9° 30′ S. longitude 5° E. it veered to S.S.Eastward. Arrived at St. Helena the 20th.

Lord Eldon makes a part of the Coast of Africa, 3° of Longitude different from the Charts.

Lord Eldon, after parting with the Minerva, July 4th, 1802, passed between St. Anthony and St. Vincent; the channel appeared about five leagues wide, and very safe. She passed to the westward of the other islands, and lost N.E. trade, July 11th, in latitude 11° 30′ N. longitude 23° W. South-west and S.S.W. winds then commenced, stood on the starboard tack, and crossed the equator 30th, in longitude 4° 30′ E. Standing on S. Eastward, saw the land August 3d, and thought it the Island Anna Bona, being in its latitude. Bore away to pass to leeward of it, had regular soundings from 13 to 10 fathoms: but the land opening as she stood to the northward found this the main. By observations, ☉ ☾ nearly agreeing with 3 chronometers, this part of the coast of Guinea is in latitude 1° 37′ S. longitude 9° 8′ E. The charts on board placed it about 3° more eastward. From hence with light S.W. and S.S.W. winds tacked at times. August 24th, in latitude 9° S. longitude 1° E. it veered gradually to S.S. Eastward; stood on the larboard tack, and arrived at St. Helena 30.

The Minerva made a more direct course from the Cape Verde islands to the southward than the Lord Eldon; and gained on her 10 days in the passage after separating; but the former had the advantage of superior sailing. This part of the African coast placed in latitude 1° 37′ S. longitude 9° 8′ E. by the observations taken in Lord Eldon, is projected in longitude 9° 21′ E. in Arrowsmith's chart; and in Heather's, laid down in longitude 12° 03′ E. or 2° 55′ E. from the observations taken in this ship.

A Passage eastward of Cape Verde islands to St. Helena.

Arniston left the Isle of Wight January 2d, 1802, and passed to the eastward of Cape Verde Islands 20th, keeping in 19° W. longitude in passing. In latitude 7° N. longitude 16° W. lost N.E. trade 24th, then calms and variable airs prevailed. On the equator in longitude 3° W. February 15th. the winds commenced at S. Westward, and continued from S.W. to S. with squalls at times, till in latitude 9° S. longitude 1° E. March 5th, it veered to S.S.Eastward; stood S.W. and arrived at St. Helena 10th. From the equator this ship tacked frequently in proceeding southward; and was never more eastward than 6° E. longitude.

A tedious passage from England to the River Hooghley, by the track to windward of St. Helena.

Earl Spencer, with six ships in company, destined for Bengal, July 28th, 1800, lost N.E. trade in latitude 16° 30′ N. longitude 26° W.; had then light S.W. and S.S.W. breezes and calms. Stood mostly to S. Eastward, and crossed the equator August 26th, in longitude 2° E. The S.S.Westerly light winds continued; and veered gradually to S. and S.S.E. on September 13th, in latitude 9° 40′ S. longitude 13° E.; but did not get the steady S. Easterly trade-wind till in latitude 13° S. longitude 5° E. Sept. 23d.

Three of these ships, the Melville Castle, Skelton Castle, and Travers, separated from the others in the night of the 13th September stood to the W.S.Westward, and arrived at St. Helena 22d; filled up their water, sailed 29th, and arrived in Bengal river, January 1st, 1801. The Spencer, Walsingham, Herculean, and Tellicherry, arrived in that river January 2d, very short of water and other necessaries of life; their crews greatly debilitated by scurvy, having touched at no place during a six month's passage from the Lizard, from which they took a departure July 2d, 1800.

The other three ships, by procuring a plentiful supply of water at St. Helena, prevented the scurvy, and reached Bengal river, one day before their consorts.

Passage near the African coast to St. Helena.

Georgiana, August 18th, 1798, left the Isle of Wight; lost N.E. trade September 13th, in lat. 13° N. long. 18° W. On the 22d, saw the coast of Africa in latitude 5° N. and stood to the S. Eastward with S. Westerly winds. October 1st, at 8 A.M. the Island of St. Thomas bore W. by S. 8 leagues; from hence lay up S. by E.½E. 84 miles, to 8 A.M. 2d, and made the longitude 8° 14′ E. by ⊙ ☾. Variation 21° W. October 3d, latitude observed, 1° 09′ S. account 1° 10′ S. longitude 9° 07′ E. by ⊙ ☾ ✱, the coast of Africa extending from N.W. by W. to S. E. distant from shore 3 leagues in 15 fathoms regular soundings. A heavy swell setting towards the land.

October 4th, with the wind variable at westward, lay up S. by W. and S.S.W. along the coast, in regular soundings from 14 to 23 fathoms, off shore 3 or 4 leagues. At noon, latitude observed, 1° 52′ S. longitude 9° 33′ E. by ⊙ ☾ distant from the shore 8 leagues. The extremes from N.E. by N. to S.E.½E. in 23 fathoms. } No current.

S. Westerly winds continued till October 18th, in latitude 8° S. longitude 7° 30′ E. then gradually veered to S. by W. and S.; and shortly after to S. by E. and S.S.E. as she stood to the westward. Arrived at St. Helena 26th.

By these observations of ⊙ ☾ taken in the Georgiana, the Island of St. Thomas, and that part of the coast of Africa, along which she sailed, would be situated from 12 to 16 miles more easterly than placed in ARROWSMITH's chart. But the Royal Charlotte and Glatton place St. Thomas and the coast near Cape Lopez, by chronometers and lunar observations, in the same longitude as projected on ARROWSMITH's chart. It, therefore, seems most probable, that the coast of Africa to the northward and southward of Cape Lopez, is correctly laid down in the chart last mentioned; and this opinion is corroborated by the Georgina's observations placing it from 12 to 16 miles more easterly, and the Lord Eldon's about 13 miles more to the westward than the chart.

A passage near the African coast to St. Helena.

Glatton passed Portland April 3d, 1799, and lost N.E. trade, May 4th, in latitude 6° N. longitude 18° W. Had then light airs and calms; S.S. Westerly breezes followed, and continued at S.W. and S.S.W. June 3d, at noon, Prince's Island, E.N.E. about 10 leagues, and three small islands from E. by N. to E. by S. the nearest distant about 4 leagues. Latitude observed, 1° 16′ N. longitude 5° 53′ E. by chronometer.

June 5th, at noon, extremes of the Island of St. Thomas, N.W.½N. to S.S.W. off shore about 9 miles. Latitude observed, 20′ N. Saw a ship and 2 brigs at anchor in shore.

June 6th, S.S.Westerly winds, working to windward to pass on the E. side of the island; kept the lead going in standing towards it after dark; had 24 fathoms, tacked, and struck on a shoal in the stays; hove all aback, and got off without damage. Finding a strong westerly current, bore away to the leeward of the island. At midnight it bore from S.E. by E. to S.W. by W. At day-light from S. E. to S.S.W. distant 4 leagues. At noon S.½E. to E.S.E. latitude observed, 15′ N. S.S. Westerly winds continued. June 9th, saw at 6 A.M. very low land from E.½S. to S.E. by E. stood E.S.E.½S. 8 miles, had ground 52 fathoms mud, and tacked. At noon, latitude observed, 33′ S. longitude 8° 40′ E. by chronometer, the land bearing E. seen from the mast-head.

June 10th, at sunset, in 27 and 28 fathoms, the southern extreme of the land S. by E.½E. Variable winds and a strong northerly current. June 12th, latitude observed, 4′ S. longitude 8° 15′ E. S.S.Westerly winds; found the current set W. by S.½S. 1½ mile per hour. June 13th, at day-light the land from S.S.E. to E.S.E. no ground 40 fathoms. Stood W. 10 miles to noon. Latitude observed, 42′ S. longitude 8° 22′ E. by chronometer. Variation *per* azimuth, 25° W. The S.S.Westerly winds continued till 27th, in latitude 7° 30′ S. longitude 5° E.; they veered to S. and S.S.E. stood to the S.W. and arrived at St. Helena 5th July.

The land seen at day-light, 13th, bearing S.S.E. must have been Cape Lopez. The Glatton's chronometer seems to place it in longitude about 8° 40′ or 8° 42′ E. exactly with ARROWSMITH's chart. Her chronometer places the land seen in latitude 33′ S. in longitude about 8° 57′ E. which also agrees with ARROWSMITH.

A Passage to St. Helena by working in the open sea, at a considerable distance from the African coast.

Georgina left the Lizard February 25th, 1796, and lost N.E. trade, March 18th, in latitude 10° N. longitude 18° W. She had then variable light winds, S. Westerly and northerly currents to the equator, crossed it April 15th, in longitude 3° E. April 16th a brisk N.N.W. breeze placed her in latitude 1° 25′ S. The S.S.Westerly winds returned, and continued between S.S.W. and S.by E. till 25th, in latitude 5° 26′ S. longitude 3° E. She tacked to the S.Westward; and on this tack, with S.S.E. and S.E. winds, arrived at St. Helena, 2d of May.

A fleet for China passes to the eastward of St. Helena, and stops there for a supply of water.

Carnatic and fleet bound to China, left the Lizard, August 16th, 1796. Lost N.E. trade September 5th, in latitude 11° N. longitude 23° W. Stood to the S.E. with S.S.Westerly winds, and crossed the equator, September

19th, in longitude 5° W. Variation 17° W. The same winds continued. On the 2d October, at noon, observed in latitude 8° 52′ S. longitude 11° 40′ E. The wind veered to S. by W. October 9th, in latitude 11° S. longitude 8° E. stood to the westward. On the 15th, in latitude 16° 14′ S. longitude 30′ W. they bore away for St. Helena, to fill up their water, and anchored 17th.

The Queen parts with the fleet in N. latitude, and arrives at St. Helena only one day before it.

Queen parted with Carnatic and fleet, September 16th, in latitude 2° 30′ N. longitude 9° W. At noon, the 25th, latitude observed, 1° 31′ S. longitude 5° 16′ E. by chronometer, the Island Anna Bona bearing from E. by N. to E. by S. distant four or five leagues. Tacked at this time, there being an appearance of shoal water and low land projecting out from the island. Had mostly S. Westerly winds, from losing the N.E. trade, veering at times to southward; these continued till October 9th, in latitude 8° S. longitude 3° E. then veered to S. by E. and S.S.E. Arrived at St. Helena 16th.

The longitude of the W. part of Anna Bona, by the Queen's chronometer, seems to be about 5° 32′ E. The same part is placed by ARROWSMITH in 5° 50′ E. this is probably nearest the truth.

A passage to St. Helena by working in the open sea.

Swallow left the Lizard point, January 3d, 1795. Lost N.E. trade 29th, in latitude 10½N. longitude 18° W. After passing in sight of the Canary Islands, to the westward, had constant N.W. and westerly winds, which obliged her to pass to the eastward of Cape Verde Islands. The S. Westerly winds commenced, when she lost the N.E. trade, but frequently inclined to vary several points. Crossed the equator, February 13th, in longitude 8° W. On 24th, in latitude 4° S. longitude 2° 30′ E. the wind veered to S. by E. From hence she stood mostly to the S. W. till March 8th, in latitude 18° 30′ S. longitude 8° W. made then several tacks, and arrived 14th at St. Helena.

A passage to St. Helena, and near the S.W. extremity of the African coast, and the Island Anna Bona.

Duke of Buccleugh left Porto Praya, April 18th, 1794, and lost N.E. trade 29th, in latitude 11° 30′ N. longitude 19° W. then had N. Westerly and faint variable airs, till May 6th, in latitude 5° 30′ N. saw the African coast bearing from E. by S. to N.E. by N. distant 6 or 7 leagues in 55 fathoms green ooze. Had now S.Westerly and southerly light breezes, and saw the land daily till the 10th, in latitude 5° N. The current to the northward, with S.Westerly light winds crossed the equator 28th, and saw the Island Anna Bona 31st. Was baffled near this island several days by southerly winds. June 3d, latitude observed, 1° 19′ S. Anna Bona from S. 24° E. to S. 50° E. A white rock to the southward S. 18° E. and a small isle to the northward S. 53° E. distance from the shore 5 or 6 miles. June 4th. at noon, latitude observed, 1° 19′ S. Anna Bona, W.½N. 5 or 6 leagues. Variation, 18½° W. In latitude, 3° 30′ S. tacked to S.W. with the wind at S. and S. by E. and reached St. Helena 19th, without tacking.

A passage along the S.W. coast of Africa to St. Helena.

Nancy, December 30th, 1793, left the Lizard. Passed to the eastward of the Cape Verde Islands, January 18th, 1794. Lost N.E. trade 21st, in latitude 10° 30′ N. and had ground 63 fathoms same time, on the African coast. Had now light N.W. winds. In latitude 6° N. saw the land, in 40 fathoms. January 31st, passed Cape Palmas at 7 miles distance, the wind now veered to S.W. The variation 19½° W. With S.W. winds crossed the equator, February 6th, but at times it veered to westward. In latitude 6° S. February 13th, the wind S.S.W. and S. by W. Tacked to the westward. It veered to S.S.Eastward, in latitude 8° S. on the 17th. Arrived at St. Helena 28th without tacking.

A passage eastward of Cape Verde islands, and along part of the coast of Guinea, &c. to St. Helena.

Royal Charlotte left the Start, December 30th, 1792-3, January 28th, passed over the Porgus bank, as placed in the charts; kept the lead going, but got no bottom. The rigging is covered with brownish dust, and the clouds come from S. Westward, in opposition to the trade wind. Lost N.E. trade February 1st, in latitude 8° 30′ N. longitude, 16° 12′ W. Had now N. Westerly and light variable breezes. At 2 P.M. the 8th, saw the Grain coast, N.E.½N. At 4 P.M. extremes from N.N.E. to E. distant 5 leagues in 36 fathoms. At noon, latitude observed, 4° 53′ N. longitude, 9° W. by chronometers, extremes of the coast from N. to E.½S., vessels at anchor in Settra Krow Road, N.E. by E. off shore four leagues in 40 fathoms. The current has set S.Easterly these last six days. From hence steered S.E. 11 miles to 6 P.M. 9th, the coast then from N.W.¾W. to E.S.E., a vessel at anchor off a rocky point, with breakers, like the entrance of a river, N.E.½E. off shore four leagues in 36 fathoms. The weather is hazy, and the coast very low. At noon, latitude observed, 4° 36′ N. longitude 8° 25′ W. by chronometers, Niffou N. 1° E., Village Little Sesters, N. 60° E., off shore 3 leagues in 37 fathoms. Variation 17° W. Being nearly calm in the night, drifted into 17 and 15 fathoms sand, heard the surf on the shore, and prepared to anchor; but a land breeze commenced at 3 A.M., stood out S.S.W. and soon deepened.

The longitude here by this ship's chronometer, corresponds exactly with the delineation of this part of the coast in ARROWSMITH's chart.

February 10th, John George, master of the brig Queen Charlotte, came on board. He is an experienced coaster, and advises falling in with the land about Cape Palmas, and by no means to the westward of it; as the land winds are generally very faint, and should the sea wind prove scant, a ship will receive little benefit from it; there is also a constant indraught which sets towards the shore. This was experienced last night. He says Cape Palmas should not be rounded nearer than 28 fathoms: it is very woody; and, from this depth, no appearance of a town is perceived on it. The coast from Cape Palmas to Cape Three Points is clear of danger, and the anchorage good. At 6 P.M. the town Grand Sesters, N.N.E.¾E., distant about three miles, in 30 fathoms. The chronometers make it in longitude 8° 11′ W., the latitude is 4° 39′ N. by noon observation. This longitude is 10 miles W. of ARROWSMITH's chart. The latitude agrees with chart.

February 11th, by observations at noon, make Cape Palmas in latitude 4° 30′ N. longitude 7° 41′ W. by chronometers. This position agrees with ARROWSMITH's. Departed from Cape Palmas, February 12th, had S.Westerly winds and N.Easterly currents till the 16th; the latter abated in strength, and set to the westward of N. for three days. On the 21st, with the S.W. winds, passed to the eastward of St. Thomas. The chronometers made the N. end of this island in longitude 6° 37′ E. Had still northerly currents. February 24th, spoke the Margery of Liverpool, Thomas Oliver, master, says, Cape Lopez is low, and extends farther out than placed in the charts. It makes in a low point, and is seen before the back land. All the coast is rather low, but clear up to Angola, and may with safety be borrowed on in the night to 15 fathoms. February 25th, in latitude 2° 7′ S. longitude 9° E. by chronometers, had ground 45 fathoms, and saw the appearance of land. March 3d, in latitude 5° 40′ S. longitude 9° E. Tacked to westward; the S. Westerly winds continued four days, veering to southward on the 8th and 9th, in latitude 11° S. On the 11th in latitude 13° S. it veered to S. by E. and S.S.E. Anchored 13th, at St. Helena. The longitude of the N. end of St. Thomas by this ship's chronometers, agrees with ARROWSMITH's chart, and by this chart she was 10 leagues from the shore, when in 45 fathoms, in latitude 2° 7′ S. longitude 9° E. The longitude of this part of the coast, by the Royal Charlotte's chronometers and chart, seems also to agree.

A passage, by working in the open sea, to St. Helena.

Valentine left the Isle of Wight, March 9th, 1792, and passed on the east side of Palma, and to the westward of Ferro the 20th. On the 25th and 26th, kept in longitude 19° to 19½° W. in passing to the eastward of Cape Verde Islands. Lost the northerly winds the 31st, in latitude 7° 30′ N. longitude 14½° W.; had then calms and light S.Westerly breezes. Crossed the equator, April 25th, in longitude 1° 30′ E. From latitude 4° N. to 2° N. the current set eastward. From equator, the wind was mostly from S.S.W. and S. by W. veering S. by E. and S.S.E, at times. Worked to southward till May 3d, in latitude 4° S. longitude 5° 30′ E. with a S.S.E. wind stood to S. Westward, and arrived 11th at St. Helena.

A passage to eastward of Cape Verde islands, and along part of the Grain coast, to St. Helena.

Ocean, December 20th, 1791, left the Start. January 7th, 1792, being in the exact situation where the Porgas bank is laid down, and observing riplings, hove to, and sounded; no ground 60 fathoms. The latitude then 15° 18′ N. longitude 20° 3′ W. by chronometers. January 11th, lost N.E. trade, in latitude 8° 40′ N. longitude 17° W. From hence had light variable winds all around, and calms, with S. Easterly currents at times, and during two nights much thunder and lightning. On the 20th, saw the land ; at noon the extremes from Cape Mensurado N. 58° E. to N. 81° E. distance off the cape about nine leagues. No ground, 120 fathoms. Latitude observed, 6° 7′ N. longitude, 11° W. by chronometer, and 10° 50′ W. by ⊙ ☾, which mean will place the cape in longitude 10° 35′ W., and in latitude about 6° 27′ N. from its bearing at noon. Saw yesterday several drifts and sea weed, but no birds of any kind. January 21st, the mean of observations ⊙ ☾ and chronometer this day, makes Cape Mensurado in longitude 10° 36′ W. At midnight had ground 47 to 50 fathoms. At noon the land in sight from the top E.N.E. latitude observed 5° 24′ N. longitude 10° W. by mean ⊙ ☾ and chronometer. No ground 90 fathoms. Steered S.S.E.¼E. 46 miles to 4 A.M., and had ground 48 fathoms. From the course steered did not expect to be so near land. For some days past, the wind has been mostly westerly and N.W.; it now inclines from S.W. January 24th, mostly calm ; but at 10 A.M. a tornado squall blew strong for a short time, with thunder, lightning, and rain. Faint S. Westerly breezes, and generally N.E. currents prevailed, till in latitude 2° N. longitude 5° W. ; 30th, the latter began to set N. Westward; and the light breezes continued mostly from S.S.W. to S. Crossed the equator, February 9th, in longitude 1° E. ; had now a weak current to westward. In latitude 5° 40′ S. longitude 6° 30′ E. the 18th the wind veered to S. and S. by E. tacked to S. Westward, and with a S.S.E. trade most of the way, arrived 28th at St. Helena.

The observations of this ship make Cape Mensurado nearly in the position it is placed in Arrowsmith's chart. It is laid down in latitude 6° 24′ N. longitude 10° 33′ W. in the chart. The tornado squalls extend from the coast of Guinea across the equator. The Royal Charlotte, by a sudden squall, at 10 P.M. February 23, 1793, in latitude 1° S. longitude 7° 40′ E. split several of her sails.

Western passage to St. Helena.

Arniston and fleet lost N.E. trade April 27th, 1795, in latitude 4° N. longitude 18° W. had S.W. and S.S.W. winds till May 5th, in latitude 1° S. longitude 15° W., and got S.E. trade next day. She parted with the fleet, and was never more westward than longitude 25° W., nor to the southward of latitude 25° S. and arrived June 2d at St. Helena.

Another passage to the same Island, without going far westward, nor so far south as the tropic of Capricorn.

Dart, September 26, 1794, got westerly and S.W. winds in latitude 9° N. longitude 21° W. ; these continued till October 6th, in latitude 1° N. longitude 13° W. then veered to S.S.E., stood to the S. Westward. In latitude 20° S. longitude 16° W. tacked to eastward on the 21st ; in latitude 14° S. longitude 10° W. tacked to southward ; in latitude 17° S. longitude 10° 30′ W. tacked to eastward 28th ; afterward made various tacks between 15° and 19° S. latitude, and reached St. Helena November 8th, having never been more westward than 16° 50′ west longitude during the passage from the equator to the island.

[To be continued.]

STATE PAPER.

MÉMOIRE SUR LA NÉCESSITÉ ET LES MOYENS DE FAIRE CESSER LES PIRATERIES DES ETATS BARBARESQUES.

No. I_{er} Des Pièces annexèes au Rapport du Président de la Rèunion des Chevaliers de tous les Ordres de l'Europe, qui eut lieu à Vienne, le 29 *Décembre*, 1814.

Londres, 31 *Août*, 1814.

PENDANT que l'on discute les moyens d'opérer l'abolition de la Traite des Nègres sur la côte occidentale de l'Afrique, et que l'Europe civilisée s'efforce d' étendre les bienfaits du commerce, ceux de la sécurité des personnes et des propriétés dans l'intérieur de ce vaste continent, peuplé d'hommes doux, industrieux et capables de jouir au plus haut degré des avantages de la civilization, il est étonnant qu'on ne fasse aucune attention à la côte septentrionale de cette même contrée, habitée par des pirates Turcs qui non seulement oppriment les naturels de leur voisinage, mais les enlèvent et les achètent comme des esclaves pour les employer dans les bâtimens armés en course, pour arracher à leurs foyers d'honnêtes cultivateurs, de paisibles habitans des côtes de l'Europe. Ce honteux brigandage ne révolte pas seulement l'humanitè, mais il entrave le commerce de la manière la plus nuisible, puisqu'un marin ne peut naviguer aujourd'hui dans la Méditerranée, ni même dans l'Atlantique, sur un bâtiment marchand, sans éprouver la crainte d'être enlevé par des pirates, et conduit esclave en Afrique. Le gouvernement d'Alger se compose des officiers d'un *orta* ou régiment de Janissaires, soldatesque révoltée, prétendant ne pas reconnaître, même en apparence, l'autoritè de la Porte Ottomane, qui cependant n'avoue pas cette independance : le *Dey* est toujours celui des officiers de l'*orta*, qui s'est le plus distingué par la cruauté. Il se maintient à la tête de la régence, ou *divan*, en enrichissant ses confrères, c'est-à-dire, en leur permettant toutes sortes de violences en Afrique, et de pirateries par mer contre les nations Européennes faibles, ou celles dont il n'a pas à redouter la vengeance immédiate.

Le pavillon Ottoman même ne suffit pas pour protéger ses sujets Grecs, et les mettre à l'abri des attentats des corsaires Algériens. Dernièrement le *Dey* soit par un caprice de cruauté, soit par une politique barbare dont le but est de détruire le commerce de ses rivaux de Tunis et de Tripoli, fit pendre les équipages de quelques bâtimens de l'Archipel et d'Egypte, chargées de bled, et tombés en son pouvoir.

Le *Pasha* d'Egypte, dans sa juste colère, a fait arrêter tous les Algériens qui se trouvaient dans ses etats, et réclame en vain la restitution des cargaisons injustement saisies par le *Dey* d'Alger.

La Porte Ottomane voit avec indignation, et même avec ombrage, qu'un vassal révolté ose se permettre les actes les plus outrageans, les plus atroces

contre ses sujets paisibles, et qu'il entrave un commerce dont elle a plus que jamais besoin pour payer les troupes des *pashas* employés sur la frontiere orientale de l'empire Ottoman, et combattre les Wahabites* et

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* VEHAB:—or, more properly, ABD'OUL-WEKHAB, whose followers, (*Wakebbi*) constitute a formidable host of armed devotees, in that province of Arabia called the Nedjed, was born in the tribe of Jemen, inhabiting the town of El-Ayaen, of opulent parents, and received a careful education at Damascus, under the guardianship of an uncle, who was at the head of a respectable commercial establishment. A taste for abstract speculations inducing him to leave the concerns of commerce, in which he had realized considerable property, he entered into a dervish college; where he passed several years in religious studies, and also in polemic controversy with the Mollas and Immaams of that city. The bigotry and persecution of his opponents obliging him to flee from Syria, he returned to his native country, at the age of 40, with a high reputation, supported by great erudition, which, with the help of an ambitious mind, soon placed him at the head of a numerous party—popularity became converted into devout admiration; and ABD'OUL-WEKHAB, availing himself of the example of the arabian prophet, assumed the pretensions of an inspired teacher. It consists not with the limits of a note to enter into any account of the religious tenets of the sect of WEKHAB—it must suffice to observe, that the grand ostensible and professed object of the followers of that powerful leader is, religious reformation, or mohammedanism purified from the corruption and degeneracy into which, it is pretended, that the genuine faith has lapsed, through the enthusiasm and ungodliness of its professors. The attempts of the Wahebites to reduce their theory to practice, gave umbrage to the rulers of that country; and the leading Sheïk attempting to suppress the heresy, ABD'OUL-WEKHAB reared the standard of persecution, and, at the head of his partizans, fell upon the dwelling of the Grand-Sheïk, and upon the houses of his relatives and principal officers. The contest was maintained with fury for three days; when the innovators, at length, drove the old prince and his supporters into the desert, and ABD'OUL-WEKHAB became the Sheïk, Emir, Mufti, and Immaam of the Nedjed. Of what afterwards befel this extraordinary person, the contemporary journals contain the following intelligence:—*Constantinople*, 11 *Janvier*, 1804.—ABD'OUL-WEKHAB *a été assassiné par* HADJI-OSMAAN, *musulman de la secte d'*ALI. *Il avoit profané le temple d'*ALI; *ce qui avoit excité la fureur des sectateurs de ce prophete;* HADJI-OSMAAN *resolut de venger les cendres du patriarche. Il traverse le désert d'Arabie sur un dromadaire, entre dans la tente d'*ABD'OUL-WEKHAB *pendant qu'il faisoit sa priere, et lui enfonce un* handjar* *dans la poitrine.* '*ABD-OUL WEKHAB! (dît-il en même temps) ceci est pour venger le tombeau d'*ALI *de tes profanations.*' *Le frere d'*ABD-OUL-WEKHAB—*accourût au bruit; il trouve son frere baigné dans son sang, et l'assassin accroupi, faisant sa priere, et attendant tranquillement la mort: il se jette sur lui; mais* HADJI-OSMAAN, *plus fort, se relève, et le tue avec le même* handjar *teint du sang de son frere: des soldats accourent, se jettent sur l'assassin, le tuent à coups de lances, et le coupent par morceaux*" ABD-OUL WEKHAB was 110 years old at the time of his assassination.—*Vide* 𝔐. ℭ. Vol. xxiv. pp. 293. 371.—(HYDR. 𝔐. ℭ.)

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* A sort of poignard or dagger, like a malay *kris*.

les autres nombreuses tribus Arabes, qui, sous l'influence de ses sectaires, ne cessent, par leur invasion, de menacer l'existence de ce gouvernement chancelant.

D'un autre côté l'Europe est intéressée à soutenir le gouvernement Ottoman, et comme autorité reconnue, et comme un pouvoir qui peut contenir les *pashas* et *beys* révoltés, et les empêcher de faire, à l'exemple d'Alger, des pirateries sur mer. Cet intérêt de l'Europe dérive plus particulièrement encore de la nécessité, dans laquelle elle se trouve souvent, d'importer les bleds de la mer Noire, ou ceux du Nil, contrées où il y a toujours surabondance, attendu que la mauvaise saison du Nord du territoire Ottoman est toujours contre-balancée par la bonne saison du midi dans la même année, et *vice versâ*.

Or, si un Barbare, se disant prince indépendant, quoique non reconnu tel par le Sultan Ottoman, son souverain légitime, peut, à son gré, menacer, effrayer, pendre les Grecs, et emprisonner les marins des petits Etats européens, qui seuls font un commerce que les bâtimens des grandes Puissances ne trouvent point assez avantageux pour être suivi, parce qu'ils ne peuvent naviguer à aussi peu de frais;—si ce chef audacieux de pirates peut, quand bon lui semblera, intercepter les cargaisons de bleds destinées pour l'Europe, les peuples civilisés sont, par ce fait, sous la dépendance d'un chef de voleurs qui, à leur insu, pourrait augmenter leur détresse, ou même achever de les affamer dans un tems de disette.

Ce Barbare a aussi un moyen formidable d'extorquer de l'argent des Princes chrétiens: il les menace (ce qu'il vient de faire par rapport à la Sicile) de mettre à mort ceux de leurs sujets tombés en son pouvoir; sa cruauté connue rendant ses menaces très-redoutables, lui devient un moyen de faire servir l'argent d'un prince chrétien à soutenir la guerre qu'il déclare à un autre; il peut ainsi mettre toute l'Europe à contribution et forcer, pour ainsi dire, les nations, à tour de rôle, à payer un tribut à sa férocité, en achetant de lui la vie des malheureux esclaves et la paix.

Il est inutile de démontrer qu'un tel état de choses est non seulement monstrueux, mais absurde, et qu'il n'outrage pas moins la religion que l'humanité et l'honneur. Les progrès des lumières et de la civilization doivent nécessairement le faire disparoître.

Il est évident que les moyens militaires employés jusqu' à ce jour par les Princes chrétiens pour tenir en échec ceux des Etats Barbaresques ont été, non seulement insuffisans, mais ont eu le plus souvent pour résultat de consolider davantage le dangereux pouvoir de ces Barbares.—L'Europe a paru long-temps se reposer sur les efforts des chevaliers de S. Jean de Jérusalem, et n'a point assez vu que cet ordre chevaleresque n'avoit, dans les derniers temps, ni assez de pouvoir, ni peut-être assez d'énergie pour contre-balancer et repousser les aggressions toujours renaissantes de ces nombreux pirates. D'ailleurs, par son institution même, l'ordre de Malte, obligé de ne point transiger avec les Infidèles, ne pouvait mettre à profit toutes les ressources de la politique, en faisant des traités d'alliance avec ceux d'entr'eux qui sont plutôt victimes eux-mêmes du système pirate qu'actifs coopérateurs; comme, par exemple, Tunis et Maroc, gouvernés tous deux par des Princes nés dans ces Etats, qui depuis long-tems se sont montrés bien disposés, et sont capables de maintenir avec des puissances européennes des relations commerciales et de bon voisinage. Ainsi la résurrection de cet Ordre, après le suicide politique qu'il a commis, ne pourrait suffire seul au but qu'on se propose. Ce but honorable est de mettre pour toujours l'Europe à l'abri des attentats des corsaires Africains, et de faire succéder à des Etats essentiellement pirates, depuis Barberousse, des gouvernemens utiles au commerce, et en harmonie avec toutes les nations civilisées.

Maintenant quels sont les moyens à employer?—Le soussigné voudroit pouvoir faire partager à toute l'Europe sa conviction, résultat de trente années d'étude et d'examen approfondi. Il n'a cessé, pendant sa mission à la Cour Ottomane, et son commandement dans le Lévant, de s'occuper du sujet qu'il traite aujourd'hui; il s'en est occupé dans les camps, sur les flottes de cette même Puissance, et pendant tout le cours de ses rapports assez connus avec les nations et tribus de l'Afrique et de l'Asie.

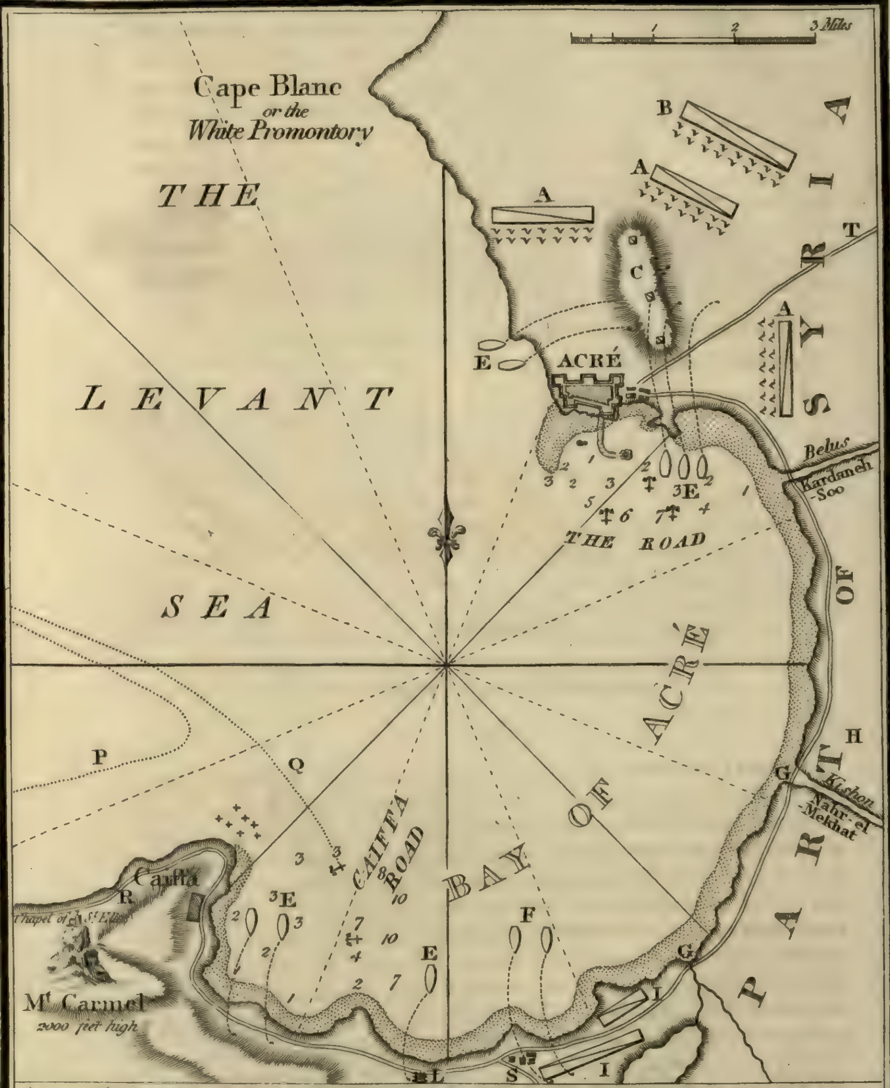
Cette conviction intime de la possibilité de faire cesser promptement le brigandage des états Barbaresques ne saurait être mieux prouvée que par l'offre qu'il fait de prendre la direction de l'entreprise, si l'on mette à sa disposition les moyens nécessaires.

Animé par le souvenir de ses sermens, comme chevalier, et désirant exciter la même ardeur dans les autres chevaliers chrétiens, il propose aux nations les plus intéressées au succès de cette noble entreprise, de s'engager par leur traité à fournir leur contingent d'une force maritime et pour ainsi dire amphibie, qui, sans compromettre aucun pavillon, et sans dépendre des guerres ou crises politiques des Nations, aurait constamment la garde des côtes de la Méditerranée, et le soin important de surveiller, d'arrêter et de poursuivre tous les pirates par terre et par mer. Ce pouvoir, avoué et protégé par toute l'Europe, non seulement rendrait au commerce une parfaite sécurité, mais finirait par civiliser les côtes de l'Afrique, en empêchant ses habitans de continuer leur piraterie au préjudice de leur industrie productive et de leur commerce légitime.

Cette force protectrice et imposante commencerait par un blocus rigoureux des forces navales des Barbaresques, partout où il pourrait s'en trouver: en même temps les ambassadeurs de tous les Souverains et Etats de la Chrétienté devraient se soutenir mutuellement, en représentant à la Porte Ottomane qu'elle ne peut qu'être responsable elle-même des actes hostiles de ses sujets, si elle continue de permettre dans ses états le recrutement des garnisons en Afrique, qui ne lui sont d'aucune utilité, tandis que ces forces pourraient être mieux employées contre ses ennemis que contre les puissances européennes et armées, et en exigeant d'elle un désaveu formel et une interdiction authentique des guerres que ces chefs rebelles déclarent à l'Europe.

L'on pourrait engager la Porte Ottomane à donner de l'avancement et des récompenses à ceux des Janissaires, Capitaines de frégates, et autres marins Algériens qui obéiraient à l'appel du Sultan, et par ce moyen

THE BAY OF ACRÉ.



Acre *or* St. John *of* Acre, *the ancient* Ptolemais, *has been rendered memorable by the Crusaders, but more particularly by the gallant defence made there by Djezzar Pacha & Sr. Sidney Smith, against the French under Buonaparte in person, who after a siege of more than sixty days in April & May 1799, retired into Egypt with considerable loſs. — Latitude 32. 40 North. Longitude 30. 25 East from London.*

Published Septr. 30. 1815, by J. Gold, Naval Chronicle Office, 103, Shoe Lane, London.

le *Dey* se trouverait bientôt abandonné, et sans grands moyens de défense.

Cette même influence pourrait être employée d'autant plus efficacement à Tunis, que ce pays est en guerre avec Alger, dont il a réellement tout à craindre. D'ailleurs le chef du gouvernement Tunisien est d'un caractère tout opposé à celui du *Dey* d'Alger : il se prêtera volontiers à tout ce qui pourra civiliser son Etat, et amener la prospérité de son Empire. La paix entre Tunis et la Sardaigne, qui a tant souffert par l'enlèvement de ses sujets, doit être le premier anneau de la chaîne, et l'on ne doit rien négliger, dès à présent, pour l'obtenir.

Les autres détails seront aisément développés, quand les Souverains auront adopté le principe, et qu'ils auront daigné accorder au soussigné la confiance et l'autorisation nécessaires au succès de l'entreprise.*

Reçu, considéré et adopté à Paris, en Septembre, 1814 ;

À Turin, le 14 Octobre, 1814 ;

À Vienne, durant le Congrès.

(Signé) W Sidney Smith

PLATE CCCCXLV.

A COMPLETE Map of Turkey has been wanting to connect oriental and occidental geography. What has hitherto been published representing those regions, has been confined to nautical charts for the aid of navigation, and that only on the most frequented coasts of the Levant seas, or else partial maps of the frontiers for political purposes. For many years have geographers been waiting with impatience for a favorable opportunity to procure the necessary materials for such a work : but this country, since it has fallen into the hands of its Turkish conquerors, has been more or less shut against the western nations, in consequence of the religious wars that the latter thought it not only justifiable, but meritorious, to carry on in its asiatic provinces against the followers of Mohamed.

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* The Editor of the N. C. understands that the allied sovereigns on the continent are subscribers to a charitable fund towards the abolition of the *white* slave trade in North Africa, as well as the *black* slave trade in West Africa. And all bankers receive subscriptions for the *caisse* in the hands of "*Mess.* GAULI *freres*, at Genoa ;" on whom the consuls in Africa are authorised to draw.

Syria is bounded on the east by the river Euphrates, which separates it from Mesopotamia; on the west by the Mediterranean sea; on the north by Cilicia and Armenia Minor (from which last country it is separated by Mount Taurus); and on the south by Palæstine, and part of Arabia. Its length from Mount Taurus to the borders of Arabia is about 520 miles; its breadth from the Mediterranean to the river Euphrates, is computed at 470.

In the Scriptures, which are our earliest and best authority, Syria is called Aram, as having been first peopled and possessed by Aram the son of Shem, and the people Aramites. Strabo also says, that in his time the Syrians were called 'Αραμοι, and cites Posidonius, a more antient writer, to prove that the 'Αρίμοι of Homer were the Syrians, and that the Syrians called themselves by the name of Aramœi, or Aramites. It is thought they obtained the appellation of Syrians, or Surians, from the city of Tyre, anciently Sur Tsur, or Zur supposed either because the Tyrians or Tsurians had then the command of the sea coasts of this country, or that Tyre or Tsur was the place of trade with the Aramites. But as in all references to ancient times much uncertainty must be expected, we find it supposed by others, that this country being, when the Greeks first knew it, a part of the Assyrian empire, the seat of which was then at Nineveh, it was called Syria for Assyria. This seems corroborated by Herodotus, who says, that those whom the barbarians call Assyrians, ὑπὸ μεν Ἕλλὴνων ἐκαλέοντο Σύριοι, were called Syrians by the Greeks; and Justin writes thus—*Imperium Assyrii, qui postea Syrii dicti sunt, annos* 1300 *tenuere.* But although the Aram of the Hebrews, and the Syria of the Greeks, were, under different names, the same country, it was of varied extent under its different possessors. The Seleucidæ, the successors of Alexander the Great, in Syria, so called from Seleucus, the founder of that race, caused all the other parts of their extensive dominions, in the course of time, to be called by the name of Syria. The Aram of the Hebrews extended farther to the east and to the south—the Syria of the Greeks and Romans included Phœnicia and Palestine, which were not comprehended in the country denominated Aram. It became a province of the Roman republic a few years before the birth of Christ; and from the Romans it was taken by the Saracens, in the reign of the kalhif Omar, and has remained ever since a province of Turkey in Asia.

Till the invasion of Egypt by the French, Syria was almost inaccessible, except to pilgrims, and a few merchants settled here and there in the sea-port towns. The former, stimulated only by religious zeal, limited their peregrinations to the holy places; and the latter, cooped up in factories, intent on mercantile speculations, were too much absorbed by the motives which respectively led them into that district, at the risk of their lives, to prosecute scientific researches. Some few travellers, indeed, attracted by biblical learning, have left us interesting relations concerning Palæstine, which is but a very small part of Syria. But it was reserved for the close of the xviiith century, and for the intrepid and philosophic Volney, to restore this country to the learned world, and to assign it the exact place it is entitled to in the physical and political division of our globe. His work is one of the most perfect in existence of the department of literature to which it belongs, and ought to serve as a model to all those who may hereafter travel for public instruction. But even this is deficient in the accompanyment of a chart sufficiently extensive and detailed for geographical illustration. These reflections apply with equal or greater force to the Black Sea and its circumjacent districts: but our immediate object being the illustration of the annexed plan of the Bay of Acré, we shall confine ourselves to the following perambulation (if that term be allowable) of the limits of this province.

Syria, at the epoch when Buonaparté carried the war thither, was divided into 4 Pashalik governments: *viz.* that of Haleb, of Teraboloos [Tripoli] of Acré, and of Sham [Damascus]. That of Akka [Acré] has for frontier towards the north, the limits of that of Tripoli as far as the embranchment of the Anti-Lebanon; thence it descends southward, and is prolonged, following the line of that mountain, to the sources of the Jordan, which river it coasts as far as the height of Tabarieh. From this point it bends S.W. in the direction of the mountains called Naïn, and thence following the *Nahar* [river]-el-kassab, it terminates on the sea-shore.

That part of this *pashalik* wherein are the mountains of Lebanon and Anti-Lebanon, is inhabited by the *Doorzi* [Druses] a powerful and comparatively free nation, governed by its particular *shekhs* and *emirs:* their religion approaches nearly to that of the christians of the roman church. The lower part of Lebanon which faces the sea, and is comprised between the *Nahar-el-kebir* [Grand river] and the *Nahar-el-kelb* [Dog river] forms the Kesrawan, or (more articulately) Kezrahoohan, a province inhabited by the Maronites, a nation almost independent, like the Doorzi, and professing the greek-catholic religion. For it is to be understood, that in the very cradle of christianity, the two principal and antient branches, *i. e.* the Greeks and Latins, each assume the pre-eminent title of catholic, and each mutually brand each other with the stigma of heresy and schism. So arbitrary are modes of faith!

The valley of Bekâa was inhabited some years ago by a *horde* of Turks, of the sect of Aali, the same as the church of Persia: these were denominated *Metochalis,* and paid tribute unto the *pasha* of Akka: but Jezzar, in the wars which he carried on to render himself entirely master of their country, has destroyed them almost all. They are now few in number; and are dispersed throughout the environs of their former territory.

The rest of this government, forming part of ancient Judea, is inhabited by poor and feeble tribes of Turks or Christians, who live under an immediate dependence of the *pasha* of Acré.

Acre, originally called Ace, is a city of Phœnicia, in Syria, anciently of great strength and consequence, and a place of refuge for the Persian kings, in their wars against Egypt. It was rebuilt and enlarged by the first of the Ptolemies, and called Ptolemais, which name it continued to retain, though Claudius Cæsar, having planted there a Roman colony, would have had it called Colonia Claudii. On the conquest of it by the Saracens, in the time of kalhif Omer, or Omar, it resumed nearly its original name, being called Acon, or Acre, by which name it is now more generally known, though that of Ptolemais is still used by Latin writers.

The writers of the 12th and 13th centuries (the æra of the memorable crusades),* have described it as a place of great strength and magnitude, and Maimbourg, in his history of the holy wars, thus speaks of its condition about that time.

" The city was of a triangular figure, the base of it being extended upon a fair plain towards the east, and the opposite point ending in a rock which advanced itself a good space into the sea, where the town becoming the narrowest, abutted upon a great high and strong tower, which was called the Fly Tower, because that formerly in that place stood a temple dedicated to Beelzebub, which signifies the God of Flies: it served also for a watch-tower, or light-house, to discover the entrance into the haven which lay towards the south, in a certain bay which the sea made in that place, and was very commodious and capable of receiving great numbers of ships. It was encompassed with very strong walls, and barbicans or out walls, with large and deep ditches and graffs, as also with very good towers, placed at convenient distances to defend each other: the principal of these, which served as a castle and fortress to the city, was called the wicked tower, or the Tower Maudite, by reason that the people, by an old sottish fable held for an authentic tradition among them, had a belief, that it was built with those thirty pieces of money for which Judas sold our Saviour. The country adjoining the town was very pleasant, being a fair and rich champaign, which upon the north was bounded by Mount Sharon, (called the ladder of Tyre) distant about two leagues; and by Mount Carmel † on the south, much about the same distance; towards the east, it was extended towards the foot of Mount Tabor, and the mountains of Galilee, from whence there arose two small rivers, one whereof passing through the city, emptied itself into the sea, at the haven; the other, called Belus, flows about 250 paces from the city, southwards, and is famous for having been the occasion of the invention of glass, by furnishing the materials of which it was first made. But though this champaign about Ptolemais be very equal and level towards the foot of the circumjacent mountains, yet there are two hills near the town, the one of which is called Turon, which some have confounded with the famous castle of Thoron, situate some three or four leagues from thence; the other is called the Hill of the Mosque, on the other side of the river Belus, upon which, besides the mosque of the Saracens, is to be seen an ancient sepulchre, said to be that of Memnon."

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* Acre.—The progressive state of this city is represented in all the chronicles of the period of the crusades, but with peculiar accuracy in John Villani, vii, 144; and in Muratori, *Scriptores rerum italicarum*: xiii, 337. See Gibbon, c. lix.

† The Roman Historian Tacitus (ii. §78.) thus mentions Carmel: "Between Syria and Judea stands a mountain known by the name of Mount Carmel, on the top of which a god is worshipped, under no other title than that of the place, and according to ancient usage without a temple or even a statue. An altar is erected in the open air, and there adoration is rendered unto the presiding deity. On this spot Vespasianus offered a sacrifice. In the midst of the ceremony, while his mind expanded with vast ideas, Basilides, the officiating pontiff, examined the entrails of the victims, and in a prophetic manner addressed himself to Vespasianus, " Whatever," he said, " are your designs, whether to build a mansion, to enlarge your estate, or encrease the number of your slaves, the fates prepare for you a vast and magnificent seat, with an immense territory, and a prodigious multitude of men." This prediction, although involved in mysterious language, was spread abroad at the time, and received a favorable interpretation. The story gathered strength among the populace, and in conversation with Vespasianus was the favorite topic of his friends, who thought they could not enlarge too

The extent and importance of this once thriving city, may be estimated from the accounts of historians, who tell us, that it once contained as many churches as there are days in the year, and had no less than twenty nine distinct tribunals, appointed to judge and determine the affairs of so many different people and nations, whom the benefits of commerce, and the disturbed state of the surrounding provinces, had induced to settle there: the revolutions of the East (which, it seems, *still* pursue their destructive course on that ill-governed territory), in process of time brought the proud superiority of Ptolemais to a level with the other dilapidated cities of Syria, and left nothing but heaps of interesting ruins to the contemplation of the traveller. Sandys, who visited this place near two hundred years ago, says, "you would think by the ruins, that the city rather consisted wholly of divers conjoining castles, than any mixed with private dwellings, which witness in its destruction a notable defence, and an unequal assault; the huge walls and arches turned topsy-turvy, and lying like rocks upon the foundation." He states the number of inhabitants to be then not more than two or three hundred, who dwelt here and there, in hovels rather than houses, among the patched up walls of the ruins; an arab mosque being the only new building of an uniform structure, and the Frank merchants

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much on the subject, while the passions of the hearer stood ready to receive their advice."

The geographical site of Cape Carmel, the southern head-land of the bay of Acre, is thus recorded in the N. C. (vol. xxiv. p. 471.) according to observations made on board one of H.M. ships stationed in the Levant seas; *viz.* 32° 48′ N. 35° 18′ 10″ E. The same authority places Cape Blank, the northern headland of that bay in 33° 13′ N. 35° 26′ 11″ E. Ships will meet a strong current setting eastward when they are to the southward of Cyprus: it has been found to run as at the rate of ¾ mile *per* hour; and when close in with the shore 1 mile *per* hour. But when 12 leagues from the land the current ceases to run, and continues slack until within 20 leagues of the egyptian coast. Off the Nile another current is found, which runs, when blowing strong from the west, 2 miles *per* hour eastward; and on the coast of Syria, when about two leagues from the land, it runs at the rate of 1 mile *per* hour, N.N.E.

disposing themselves and their goods in a rudely formed square inclosure, on the spot where formerly stood the arsenal for gallies.

Faccardin, Prince of the Druses, whose arms conquered all Syria in the 17th century, attempted to erect some new edifices in the town, and to render it more habitable; but from a narrow policy, which suited his views at that time, he destroyed the harbour, by filling it with the rubbish and remains of the ancient buildings, in which choaked-up state it has continued ever since; so that it cannot now be entered but by boats, or very small country barks, an echellon or landing-place for which, constructed by Jezzar Pasha, the present governor, is the only convenience of this once flourishing port: vessels of burthen, and all European shipping, usually anchor at Caiffa, a small fortified town on the other side of the bay at the foot of Mount Carmel.

Near the ruined mole of the ancient sea port, is still to be seen the old fly-tower, or light-house, in which latterly had been deposited some of the ensanguined armour of the Crusades, as memoranda and relics of past warfare. The spirit of modern contention has also given some interest to this tower, for here the uncle and brother of Shech Daher, the governor of Acre, was strangled by order of that chief, who regarded them as obstacles to his rising power and consequence; and here was constructed by a British Commander, the "Lantern Battery," which so materially contributed to repel the late attacks of the Republican besiegers.

The remains of Tower Maudite, or Judas' Tower, are yet standing, and form a kind of angle on the north side, towards the sea, where the Infidels entered when Acre was last taken from the Christians. Intermixed with the fragments of these ruins, are still to be found a number of enormous round stones, which being thrown from machines of massive timber work, were employed to batter the walls before the use of cannon was known.

The fortifications of modern Acre bear no kind of comparison with the ancient works; those which Sir Sidney Smith found patched up by Jezzar Pasha, on his undertaking the defence of the place in 1799, were of very little importance, though they had been more frequently repaired than any other in Syria.* The face on the land-side presented merely a high garden wall, without ditch or rampart, and towards the port were only a few low irregular towers, on which cannon were mounted, it is true, but in so rusty and neglected a state, that some of these mis-named pieces of old iron generally burst every time they were fired. The English Commander, of course, found it necessary to strengthen and augment these works very considerably, which was done under the able superintendance of his faithful colleague, Colonel Phélipeaux, the sharer of his anxieties in a French prison, and the companion of his miraculous escape.

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* A recent traveller, and a Frenchman (Volney), from whom a part of this account is taken, justly enough observes, that what may be considered as very formidable among the Turks, would be laughed at in Europe. "Through all this part of Asia," he remarks, "bastions, lines of defence, covered ways, ramparts, and in short every thing relating to modern fortification, are utterly unknown, and a single thirty-gun frigate would without difficulty bombard and lay in ruins the whole coast!"

The places of religious worship to be found in Acré at the present day, are all of modern date, and include five or six mosques, a small Jewish synagogue, a convent of Franciscans, two Latin churches, and others of the Greek and Armenian sectaries; the Fathers of the holy land who follow the Latin rites, inhabit a very commodious hospital in the quarter of the Europeans, which is open at all times to travellers and devotees who visit the tombs in Galilee.

In the western part of the city are some ruins of a church dedicated to St. Andrew; three large windows, which time has not yet destroyed, give us a very grand idea of this building, and the traveller of taste has greatly to lament the barbarian œconomy of Daher Omar, who, in laying the foundations of a new mosque not many years back, filled up the inequalities of the ground with a great number of marble statues and busts, which had been dug up on the scite of this venerable pile.

In a spacious quadrangle near the gate of Nazareth, are the ruins of the church and monastery of St. Clare, the only habitable part of which serves as a kind of barracks for soldiers. Opposite to this square, is the palace of the Grand master of the order of St. John of Jerusalem, remarkable for two high towers, and for its subterranean apartments, which contained hand mills that are still sometimes used. This edifice, which is almost entire, owes its preservation to the *astonishing thickness of its walls;* and was, together with the whole extent of the hospital, occupied by the late Chief of Acre, together with his family and part of his cavalry.* The chapel was partly demolished about 150 years since, in order to build a palace for a son of the then governor.

The new city does not embrace the whole enclosure of the ancient walls, yet it is of considerable extent, having been within the last 20 years enlarged and adorned, with the improvements of Jezzar Pasha, who has built himself an elegant palace, and a mosque, which is boasted of as a master-piece of eastern taste. Jezzar has derived the more honour from these works, as he was himself both the engineer and architect; he formed the plans, drew the designs, and superintended the execution; but his labours seem to have been more directed to the raising of pompous and stately edifices, than to the multiplication of those comforts and conveniencies adapted for the general improvement of a town. Many of the houses are empty; and the population of this beautiful city is not computed at more than fifteen or twenty thousand. The stranger, however, who visits Acre, will have no reason to complain of its accommodations, while he admires its embellishments; he will find two handsome bazars or covered markets, always well supplied with the provisions and commodities of the country, and public baths and reservoirs for water, constructed with every possible attention to their uses, and surpassing in elegance even those of Damascus. A number of Khans also are conveniently open to the merchants and strangers, being at the same time the repositories for their goods, and answering the double purpose of a warehouse and an inn; and several coffee-houses in their respective neighbourhoods throw an agreeable and lively effect into the usual bustle of the place.

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* This is the Abbé Mariti's account. Hear what Volney says of the same building!—"The palace of Daher, with its lofty and *slight walls,* its narrow ditch, and antique turrets, is incapable of the smallest resistance: four field-pieces would demolish, in two discharges, both the walls and the wretched cannon mounted on them at the height of fifty feet."

The streets are by no means calculated for either convenience or safety to the passenger; they are all so extremely narrow and confined, that when a loaded camel passes along the broadest of them, it is almost impossible for any other animal with its burthen to pass in a contrary direction. The houses are universally built with a whitish kind of stone, hewn from the mountain precipices which every where abound in Syria, and constructed with terraced roofs quite flat, covered with a firm and hard coating of lime sand and ashes, on which the inhabitants walk for the benefits of air and exercise.

The unevenness of the country around Acre causes the winter rains to settle in the low grounds, and form lakes and marshes, which during the great heats in summer send forth unwholesome vapours, and every year produce infectious diseases in the town, more or less fatal to its population: in other respects the soil is fertile, and corn and cotton are cultivated with the greatest success. Those articles form the basis of the commerce of Acre, which has extended itself much under the present Pasha and his predecessor, and till the late rupture with the French, maintained large and thriving factories from that nation, as well as commercial agents and trading adventurers from most of the other countries of Europe.

Of the Capes Blank and Carmel, Mr. Tuckey, in his recent and very useful work, "*Maritime Geography,*" gives the following account:—

"Cape Blank, Cabo Blanco, Cap Blanc (*Promontorium Album*), is a calcareous rock, white as chalk, near which the Madé Sou-i (*Leontes*) empties itself; 2 leagues S. of which St. John of Acré, otherwise called by the Italians, Acri, and Akka by the Turks, (*Acc[illegible]o, Ace,** *Ptolemaïs*),† celebrated in modern times for the glorious defence made by Sir Sidney Smith, with a few seamen and marines, in conjunction with its Turkish garrison, against the French army, commanded by Buonaparté. It is a pretty large town, of 15,000 inhabitants, built on a promontory: it had formerly a good pier [mole] haven; but which now admits only boats; and its road being unsafe in winter, in this season ships usually anchor at Khaiffa, or Haifa (*Lycominus*), on the opposite shore of the bay. A considerable trade is carried on from Acre; and the trading nations keep consuls here. The Kardane soo-i (*Belus*) empties itself south of Acré: its sand, which still contains particles of glass, as in the time of Pliny, is taken off by the Venetians for their manufactory of mirrors. Farther south is the Nahr-el-Mechatte (Kishon), which was the tomb of the 450 prophets of Baal,* and whose mouth is now choaked with sands. Cape Carmel is the S. point of Acré bay, and one of the most remarkable headlands in the Mediterranean, having the form of a flattened cone, 2000 feet high: it is thought to have received its name from its ancient fertility; Carmel in hebrew, signifying, vineyard of God, and denoting a fruitful spot, or a place planted with fruit-trees. It is the extreme point of Mount Carmel,† celebrated for the dwelling of the prophets Elias and Elisha‡, and of numerous anchorets in the early ages of christianity, whose grottos in the rock are still seen; and one of which serves as the chapel to a carmelite convent, while another is converted into a Turkish mosque."—(Tuckey's *Maritime Geography.*)

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* *Ace.*—Corn. Nepos *in Datam.* c. v,

† *Judges,* i, 31; I. *Maccabees,* v, 15, 55; x, 1, 58, 60; xii, 48.

The same writer, from whose useful work the foregoing description of Cape Blank is taken, assigns to Acré the geographical position of 33° 1′ N. 35° 16′ W.

The geographical site of Acre is variously stated: the annexed chart, which is from a draft by Luffman, states it to be in lat. 32° 40′ N. long. 39° 25′ E. A MS. sketch, remitted by Sir Sidney Smith officially from the spot, gives it in 32° 55′ N. 35° 16′ E. Others 32° 30′ N. 35° 24′ E. From which it would appear, that the geography of Syria is still but inaccurately defined.

Alphabetic References to the Plate of Bay of Acre.

A. French camp.
B. General Buonapartes's head-quarters on 23d March, 1799.
C. French advanced posts.
E. English gun-boats.
F. The Tigre's guard-boats.
G. Fords of the rivulets Belus and Kishon, on their bars exposed to the gun-boats.
H. Marsh-land.
I. Position of French advanced guard, when surprised by the Tigre's boats, in the night of 17th March.
L. Old Castle of Khaiffa.
P. Track of enemy's flotilla 18th March.
Q. The Tigre's track in chase.
R. Road from Joppa.
S. Road from Nazareth.

J. S. S.

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* I *Kings*, xviii, 40. And Elijah said unto them, Take the prophets of Baal, let not one of them escape: and they took them, and Elijah brought them down to the brook Kishon, and slew them there.

† *Joshua*, xv, 55. I *Samuel*, xv, 12; xxv, 2, 7, 40.

‡ I *Kings*, xviii, 42. II *Kings*, ii, 25. (Hydr. 𝔐. 𝔆.)

NAVAL LITERATURE.

Oriental Commerce, &c. *By* WILLIAM MILBURN, *Esq.*

[Continued from Vol. XXXII. page 235.]

QUICKSILVER, or Mercury, is sometimes found in the earth in a fluid form, and is then called virgin mercury. The principal mines are in Hungary and Spain. A quantity is also produced at China, from whence it was formerly imported into Europe; but of late years it has been sent from Europe to China.

" The best quicksilver is of a shining silver colour, very fluid, appearing to the eye like melted lead, or tin. The following are the best modes of ascertaining its goodness:—Put a little into a silver spoon, over a gentle fire; if it is good, it will evaporate without leaving any impurity behind; but if bad, and drossy, the spoon will remain black. When strained through a piece of leather, if good, it will leave no impurities behind, and be white, running clear and beautiful. That which is of a livid colour, and does not readily separate into globules, or which has the appearance of a pellicle on its surface, from dust or greasiness, after being strained through leather, should be rejected."

" TEA:—The dried leaves of the tea-plant, which grows in China and Japan, are a commodity which, about 150 years ago, was scarce known as an article of trade; it is now in common use throughout the british dominions, and in most parts of Europe and America. The Chinese all agree that there is but one sort or species of tea-tree, and that the differences in tea arise from the mode of curing, and the difference of seasons when gathered. The tea-tree is an evergreen, and grows to the height of five or six feet; the leaves, when full grown, are about an inch and a half long; narrow, indented, and tapering to a point like those of the sweet-briar; of a dark green colour, glossy, and of a firm texture; veined on the under side, flattish, and channelled above; the root is like that of the peach-tree, and its flowers resemble that of the wild white rose, and are followed by a pod about the size of a filbert, containing two or three grains of seed, which are wrinkled, and very unpleasant to the palate. The stem spreads into many irregular branches, inclining to an ash colour, but reddish toward the ends; the wood is hard, of a whitish green colour, with a bitter, nauseous, and astringent taste. The leaves are not fit to be plucked until the shrub is three years old; in seven years it rises to about six feet; it is then cut down to the stem, and this produces a new crop of fresh shoots the following year, every one of which bears nearly as many leaves as a whole shrub. Sometimes the plants are not cut down till they are ten years old. The trees are not manured, but the ground is kept clean and free from weeds. The tea is not always gathered by the single leaves, but often by sprigs, and generally by men, though women and children also gather it. It is gathered from morning till night, when the dew is on the leaves, as well as when off. Teas are generally in parcels, called *Chops* by the Chinese, consisting of from 100 to 1000 chests each, bearing the name of the grower, or place where grown; and they are, generally speaking, found to be of an equal quality throughout, although, from a variety of seasons, or some other cause, it is found fresher and better in one year than another. Teas are divided into black and green. The former are again divided as follow:—

Black Teas.—I. *Bohea*, or *Voo-yee*, the name of the country, is in the province of Fokien, and is very hilly; not only the hills are planted with tea-trees, but the valleys also: the former are reckoned to produce the best tea. On them grow congou, peko, and souchong; in the valleys, or flat parts of the country, bohea. There are four or five gatherings of bohea tea in a year, according to the demand there is for it,—but three, or at most four gatherings, are reckoned proper; the others only hurt the next year's crop. Of souchong, there can be but one gathering, which is of the first and youngest leaves: all others make inferior tea.

" The first gathering is called *tow-chune*, and is from about the middle of April to the end of May, and the leaves are reckoned fat and oily. The second gathering is called *eurl*, or *gee-tchune*, and is from about the middle of June to the middle of July; these leaves are less fat or oily. The third gathering is called *san-tchune*, and is from the beginning of August to the end of September; these leaves are scarcely at all fat or oily, yet they look young. The following is the method of curing bohea:—

" When the leaves are gathered, they are put into large flat baskets to dry, and these are put upon shelves or planks in the air or wind, or in the sun, if not too intense, from morning until noon, at which time the leaves begin to throw out a smell; then they are *tatched*. This is done by throwing about half a catty each time of leaves into the *tatche* (which is a flat pan of cast-iron), and stirring them quick with the hand twice, the tatche being very hot; they are then taken out, and again put into the large flat baskets, and rubbed by men's hands to roll them; after which they are tatched in larger quantities, and over a slower fire, and then put into baskets over a charcoal fire, as it is practised on some occasions in Canton. When the tea is fired enough, which a person of skill directs, it is spread on a table and separated from the too large leaves, and those that are unrolled, yellow, broken, or bad.

" Bohea tea is never imported by individuals: but it forms about one-sixth of the company's imports, being on an average of ten years, 1791 to 1800, 3,310,135*lbs. per annum*. Being a common tea, it is not so carefully examined as the better sorts. The best is of a small blackish leaf, and dusty—to the smell somewhat resembling burnt hay; of a rough and brackish taste; and it should be crisp. Reject those that are yellow; or, though good in appearance, smell faint and disagreeable. The chops or parcels of bohea teas have no names, or distinguishing characters.

" It is understood the company have recently sent out orders to their supracargos at China, that, in future, bohea tea should not form a part of their investments.

" II. *Congou*, or *Cong-foo*, great or much care in the making, or gathering the leaves. This tea is tatched twice, though some say both it and souchong are not tatched, but only fired two or three times: the latter is most probable, and yet the former may be true; for, as tatching seems to give the green colour to the leaves, so we may observe something of that greenness in the leaves of congou and souchong teas. It is further stated, that the leaves of souchong, congou, hyson, and fine singlo teas, are beat with flat sticks or bamboos, after they have been withered by the sun or air, and have acquired toughness enough to keep them from breaking, to force out of them a raw or harsh smell.

" The trade in London make three sorts of congou teas; *viz.* congou, campoi-congou, and ankay-congou. The following are directions for chusing them:—

" Congou is a superior kind of bohea, larger leaf, and less dusty. It should be chosen of a fresh smell, the taste less strong than that of bohea, to feel crisp, and easily crumbled; those congous which run broken and dirty, of a heated smell, and faint unpleasant taste, should be rejected. This tea does not yield so high a colour on infusion as bohea; the leaves are sometimes of a greyish hue, and often black.

" Campoi-congou is a superior kind of congou, from which it varies very little in appearance, taste, or smell, except that it is fresher, and of a cleaner flavour, more resembling souchong.

" Ankay, so called from the country that produces it, which is about twenty-four days journey from Canton, is the tea from the bohea country propagated at Ankay. When gathered, the leaves are put into flat baskets to dry like the bohea; they are then tatched, and afterwards rubbed with hands and feet to roll them, then put in the sun to dry. If this tea is intended for Europeans, it is packed in large baskets, and those are heated in a charcoal fire in a hot-house, as it is often practised in Canton. The worst sort of ankay is not tatched, but ankay congou, as it is called, is cured with care; this sort is generally packed in small chests; there is also ankay pekoe, but the smell of all these teas are much inferior to those of the bohea country; however, ankay congou of the first sort is generally dearer at Canton than bohea. This tea is often mixed with the leaves of other trees, but there are only two or three trees whose leaves will answer the purpose; and they may be known when opened by hot water, as they are not indented as tea leaves are; otherwise, from their resemblance, it is difficult to distinguish them.

" This tea is sometimes taken by the commanders and officers in exchange for such part of their investments as cannot be disposed of by a direct sale, and has at Canton a very high flavour, but it flies off in the course of the voyage. The leaf is small and wiry, of a burnt smell. Not being much esteemed in London, it should be rejected if it possibly can, and any other tea taken instead of it.

" III. *Souchong*, or *See-ow-chong* (*i. e.* small good thing), is made from the leaves of trees three years old, and where the soil is very good, of older leaves; when not so good, congou is made. Of true souchong tea, very little is produced; the value of it on the spot is 1½ to 2 tales *per* catty. What is sold to Europeans for souchong, is only the first sort of congou; and the congou they buy is only the first sort of bohea. Upon a hill planted with tea-trees, one tree only may produce leaves good enough to be called souchong, and of these only the best and youngest are taken; the others make congous of the several kinds, and bohea. The trade in London distinguish the following species of souchong:—

" Souchong, or what is commonly called so. This tea should be chosen crisp and dry, of a pleasant fragrant smell, and as free from dust as possible. When tried in water, the more reddish brown leaves the better, and the water of a lightish brown; it is sometimes of a high colour, and sometimes pale; but the tea, if good in other respects, should not be rejected, though the colour is not very high. Such as are broken, dusty, and foul, or that smell old and musty, should be avoided.

" Caper souchong; this tea takes its name from being rolled up somewhat resembling a caper. The leaves of this should be chosen of a fine black gloss, heavy, of a fresh good smell, taste full flavoured, and high. On being infused in water, it tinges of a bright reddish brown colour. Reject that which is dusty and broken, and of a faint unpleasant smell. This tea is not imported by the company, and only in small quantities by the commanders and officers.

"Padre souchong, or pow-chong; this is a very superior kind of souchong, having a finer taste, smell, and flavour; the leaves are larger and of a yellowish hue, not so strongly twisted; it is packed in papers, each containing about a quarter of a pound. This tea is scarce, and difficult to be procured genuine; it costs a dollar *per* catty at Canton, and is seldom imported unless as presents, as it is not considered to keep so well as the other kinds of souchong. That which is small and broken, and that smells musty or disagreeable, should be rejected.

"*Pekoe*, or *Pe-how* (white first leaf), is made from the leaves of trees three years old, and from the tenderest of them, gathered just after they have been in bloom, when the small leaves grow between the two first that have appeared, and which altogether make a sprig, are downy and white, and resemble young hair or down. This tea is esteemed superior to souchong. The quantity imported into England is inconsiderable. It is purchased by the Danes and Swedes at Canton for the Russia market, and sometimes sold as high as 80 tales *per* pecul; but in consequence of their trade being put a stop to, it is to be bought at from 40 to 50 tales *per* pecul. This tea should be chosen with small white leaves, or flowers at the end of the leaves; the more flower it has, the more it is esteemed. It has a peculiar flavour, and a smell somewhat resembling new hay; it greatly improves souchong on being mixed with it: that which is old, small, broken, and with little flavour, should be rejected.

[To be continued.]

Poetry.

The following was given as a Certificate from the Commodore of one of our Squadrons of Gun-boats at Cadiz, to a Master's-mate, who had served ten Years in his Majesty's Service, as a recommendation for promotion.

MR. Morgan,* it seems, having now bid adieu
To the gun-boat that lately was called twenty-two;
And having been ordered to join us no more,
A certificate wants from his old commodore?
Now what can I say? he commanded her well,
And escap'd twice or thrice from the verges of h—:
That I wish him success, tho' he's quitted my pendant,
And hope from my heart he'll be made a lieutenant;
His merits are great—to enumerate all
Would worry the patience of Commodore HALL;
But I hope that his services, merits, and feats,
Will meet the attention of Admiral KEATS.

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* Now Master's-mate of H. M. S. Implacable.

METEOROLOGICAL REGISTER.

From Aug. 25th to Sept. 25th, 1815.

Kept by C. **Blunt**, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure			Temperature			
			Max.	Min.	Mean.	Max.	Min.	Mean.	
		S	30.05	29·99	30·03	75	50	64·66	Fair
◑	27	S	30	30	30	79	57	68·33	Rain during night.
	28	SW	29 83	29 82	29·827	78	55	66 33	Fair
	29	WbN	29·98	29·90	29·94	76	46	62·33	——
	30	WbN	30 05	30 02	30·037	74	51	62	——
	31	W	30·09	30·04	30·067	71	49	61·75	——
	1	W	30·11	30	30·073	72	51	61·75	——
	2	NW	30·01	29·96	29·982	71	54	63	——
●	3	NW	29·95	29·95	29·95	70	54	63	——
	4	N	29·97	29 88	29 922	66	50	61 5	——
	5	NW	30·03	29·97	29.99	65	40	52 22	——
	6	N	30·07	30·03	30·05	64	36	55·22	——
	7	SW	30·15	30·13	3 ·142	63	39	50·25	——
	8	SW	30·17	30·15	30·216	66	42	56	——
	9	S	30·16	30·13	30·142	69	43	55·75	——
◐	10	S	30·14	30·14	30·14	71	50	63·5	——
	11	S	30·14	30·11	30.127	71	48	62	——
	12	S	30·13	30·08	30·105	72	48	60·25	——
	13	S	29·99	29·93	29·952	80	47	65·5	——, fog in the morning.
	14	SE	29 91	29·85	29·675	77	50	63·25	Fair
	15	SE	29·89	29·80	29·84	79	56	64·5	——, Rain during night.
	16	S	29·84	29·80	29·84	77	47	65	R. in at night.
	17	S	29·90	29·90	29 90	74	52	63	Fair
○	18	SE	30.17	30·08	30·122	74	53	64·5	——
	19	SE	30·19	30·12	30·147	70	45	57	——
	20	SE	30·07	30	30·032	67	40	56	——
	21	EbS	30	29·95	29·972	67	42	55	——
	22	S	29·81	29·76	29·78	65	46	57	Rain
	23	SE	29·68	29·64	29·655	63	43	54·25	Rain at night.
	24	SW	29·65	29·65	29·65	62	40	54	Rain
	25	SW	29·92	29·94	29 93	63	40	52·75	Fair

RESULTS.

Mean barometrical pressure		29·976	Mean temperature		60·095
Maximum 30·19	wind at	SE	Maximum 80	wind at	S
Minimum 29·64	———	SE	Minimum 36	———	N

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
2	0	1	6	10	5	4	3

	Mean Barometrical Presure.	Mean Temperature.
From the last quarter on the 27th of Aug. to the new moon on the 3d of Sept.	29·989	63·641
——— new moon on the 3d, to the first quarter on the 10th	30·066	56·46
——— first quarter on the 10th, to the full moon on the 18th	29·947	63·375
——— full moon on the 18th, to last quarter on the 26th.	29·911	56·312

NAVAL HISTORY OF THE PRESENT YEAR, 1815.

(August—September.)

RETROSPECTIVE AND MISCELLANEOUS.

THE state of France, at present the most important political object in the eyes of Europe, is still characterized by coruscations of Jacobinical phrenzy.—The leaven of revolutionary principles is still used, *secundum artem*, to ferment the mass of public opinion—its obvious inefficacy is our ground of hope. The experiment has been (although to our apprehensions fearfully), allowed to the Jacobinical ministry of a legitimate King—has been most insidiously used—and most honorably to the majority of the French nation—used in vain. The Revolution of 1789 is, we trust, verging fast to the completion of its cycle. We see not yet the extent of that policy which shall vindicate the cause of injured Europe, but we confide in the wisdom of her combined governments against the political snares, the cobweb cunning, of defeated Jacobinism. It was overreached in the exaltation of Buonaparte, and in his fall we trust it will be rendered contemptible. If to extinguish the pernicious Chimæra itself (Chimæra? alas, it is but too real!) be impossible—to extract its claws and fangs, and neutralize its poison, remains as the indispensable task of that overwhelming power which is now so providentially opposed to it.

A letter from New York says, "That each State has undertaken to build a seventy-four gun ship in the year, and this without taxing the People. So (says the Writer) should this intention of the States be acted upon, it is clear that in a short period a Navy would be formed as if by magic: and when we recollect what she achieved in the late war, with a comparatively insignificant force, America, it is to be apprehended, may, in the course of a few years, become a formidable power at sea."

The following extract of a letter from Commodore Stephen Decatur, to Mr. Quincy Adams, announces the termination of hostilities between the United States and the Dey of Algiers:—"Upon our arrival off Algiers a negociation was opened on board the Guerriere, and finally concluded by a treaty of Peace within twenty-four hours. This treaty expressly puts an end to any claim of tribute either in the shape of presents or any other manner; and in it the Dey engages to make compensation for American property captured and detained since the war. This stipulation has been already carried into effect, and the money and effects placed in the hands of the Consul. Our captive citizens have also been released."

The Lords Commissioners of the Admiralty have been pleased to direct, that where new Captains join ships that have been paid off, they are at liberty to enter the complement of Midshipmen allowed to their respective ships of their own choosing, subject to their Lordships recent regulations. A measure that cannot fail of being beneficial to the service, as each Captain will, no doubt, be anxious for the education and good conduct of such Gentlemen as he either has taken under his own patronage or brought into the service.

The establishment of guns in the frigates, sloops, and gun-brigs employed on home service, during peace, has been altered to as follow:—Frigates of the 38, 36, and 32 gun class, to carry 22 18-pounders on the upper deck. Ships of 22 gun-class, to have fourteen 32-pounder carronades on the upper deck, and two nine-pounders on the quarter deck. Ship-sloops, without quarter-deck and forecastle, to have fourteen 32's and two six pounders. The largest class of brigs to have twelve guns; the next ten; and the smallest eight,—namely, 6 18-pounders, and two sixes.—All ships and vessels going abroad, are to proceed with their full armament. The number of men they are to receive is precisely as follows:—1st rates 350, 2d ditto 350, 3d, ditto 300, 4th ditto 320, [qy.] 5th (38 guns) 270, 5th (36 guns) 260, 6th (28 guns) 160, 6th (24 guns) 130, 6th (22 and 20 guns) 115, the three classes of sloops 100, 60, and 50 men each. Schooners and cutters are to continue their present complement.

All line of battle ships on the peace establishment are to have 6 Lieutenants and 16 Mates and Midshipmen. There will be an additional Assistant Surgeon in all frigates above 32 guns.

The Captains deemed eligible to hold the command of Guard-ships, in the Peace, are only those who stand within the 100 from the top of the list. No Commander who has not held his rank three years can retain his command: those of less standing have been superseded from their ships. All first Lieutenants of frigates must have been eight years of the rank.

In future, Admirals having commands, will have the privilege of nominating their first and flag Lieutenants; and Captains of guard ships their first Lieutenants only; all others will be selected by the Admiralty.

Major Priddie, Captain Campbell, and Mr. Cowdrey, staff surgeon, of the royal staff corps, have accepted the very arduous and important appointment from Government to explore the source of the river Niger! They embarked at Portsmouth on Saturday, the 23d instant, for Africa, in a ship of war commanded by Captain Tuckey, to enable them to reach Senegal in sufficient time to commence their proceedings before the rainy season; and being provided with every necessary, and such troops and artificers as they may require, together with all the previous information obtained by Mungo Park, the result of their discoveries may be expected to produce more conclusive evidence of the source of the Niger than we have yet obtained.

Promotions and Appointments.

Whitehall, June 4, 1815.

His Royal Highness the Prince Regent, acting in the name and on the behalf of his Majesty, has been graciously pleased to nominate and appoint the undermentioned Officers, belonging to his Majesty's Naval Forces, to be Companions of the Most Honourable Military Order of the Bath, in conformity with the ordnance relating to the third class of the said Order, as published in the London Gazette of the 2d of January, 1815:—

Captain Willoughby Thomas Lake, Colonel of Royal Marines. Captain William C. Fahie, Captain William G. Rutherford, Captain Robert Redmill, do. Captain Henry Digby, R. N. Captain William Robert Broughton, R. N. Captain William Prowse, R. N. Captain Sir James Athol Wood, Knt. R. N. Capt. Thomas Harvey, R. N. Capt. Richard Harvey Mowbray, R. N. Capt. John Bligh, R. N. Capt. Thomas Baker, R. N. Capt. William Cuming, R. N. Capt. James Walker, R. N. Capt. George Scott, R. N. Capt. John T. Rodd, R. N. Capt. Graham Eden Hamond, R. N. Capt. Volant V. Ballard, R. N. Capt. the Hon. B. Capel, R. N. Capt. Edward Brace, R. N. Capt. Francis William Austin, R. N. Capt. Patrick Campbell, R. N. Capt. Edward Rotherham, R. N. Capt. Charles Grant, R. N. Capt. George Wolfe, R. N. Capt. George Mundy, R. N. Capt. William Bolton, R.N. Capt. George Sayer (1), R. N. Capt. Frederick I. Maitland, R. N. Capt. James Brisbane, R. N. Capt. Hon. George H. L. Dundas, R. N. Capt. William Parker, R. N. Capt. John Wentworth Loring, R. N. Capt. Samuel Warren, R. N. Captain Charles Bullen, R. N. Capt. Richard Byron, R. N. Capt. John Wainwright, R. N. Capt. William Henry Webley, R. N. Capt. John Hayes, R. N. Capt. Samuel Pym, R. N. Capt. Robert Barrie, R. N. Capt. Wilson Rathborne, R. N. Capt. Murray Maxwell, R. N. Capt. Charles Marsh Scomberg, R. N. Capt. James Hillyar, R. N. Capt. Lord William Fitzroy, R. N. Capt. Lord George Stuart, R. N. Capt. Joseph Nourse, R. N. Capt. Charles Richardson, R. N. Capt. Richard Budd Vincent, R. N. Capt. Arthur Farquhar, R. N. Capt. John Pilfold, R. N. Capt. Peter Rainier, R. N. Capt. Honourable Henry Duncan, R. N. Capt. John Hancock, R. N. Capt. Alexander Robert Kerr, R. N. Capt. Edmund Heywood, R. N. Capt. Francis Mason, R. N. Capt. Philip Carteret, R. N. Capt. Lucius Curtis, R. N. Capt. George Francis Seymour, R. N. Capt. Hon. George G. Waldegrave, R. N. Capt. Hon. George Cadogan, R. N. Capt. Edwin Henry Chamberlayne, R. N. Capt. Edmund Palmer, R. N. Capt. John Phillimore, R. N. Capt. George Harris, R. N. Capt. Thomas Searle, R. N. Capt. Henry Hope, R. N. Capt. Thomas Usher, R. N. Capt. Samuel J. Pechell, R. N. Capt Hon. Fleetwood B. R. Pellew, R. N. Capt. Charles Gill, R. N. Capt. Francis Newcombe, R. N. Capt. William Godfrey, R. N. Captain Charles Napier, R. N. Capt. William Mounsey, R. N. Capt. Thomas Forrest, R. N. Captain John Martin Hanchett, R. N. Captain Henry Whitmarsh Pearse, R. N. Capt. Phipps Hornby, R. N. Capt. Henry Prescott, R. N. Capt. Nesbitt J. Willoughby, R. N. Capt. William Elliot, R. N. Capt. Jeremiah Coghlan, R. N. Capt. Edward Crofton, R. N. Capt. Robert Hall (2), R. N. Capt. Thomas Fellowes, R. N. Capt. John D. Markland, R. N. Capt. Gawen William Hamilton, R. N. Capt. John William Andrew, R. N. Capt. James Black, R. N. Capt. John Fordyce Maples, R. N. Capt. Robert Bloye, R. N. Capt. William Fairbrother Carrol, R. N. Capt. William Howe Mulcaster, R. N. Capt. Colin M'Donald, R. N. Capt. James John Gordon Bremer, R. N. Capt. Richard Coote, R. N. Capt. John Harper, R. N. Capt. Edward Flin, R. N. Capt. Fairfax Moresby, R. N. Capt. John Marshall, R. N. Capt. Thomas Ball Sullivan, R. N. Capt. Thomas Alexander (2), R. N. Capt. Nicholas Lockyer, R. N. Captain Rowland Money, R. N. Commander Henry Montresor, R. N. Commander John Toup Nicholas, R. N. Commander Henry Lorraine Baker, R. N. Commander Robert Ramsay, R. N. Commander David Ewen Bartholomew, R.N. Major George Lewis, R.M. Commander Timothy Scriven, R. N. Commander Samuel Roberts, R. N. Commander Alexander Dobbs, R. N. Major Thomas Adair, Royal Marines. Major William Robinson, Royal Marine Artillery.

Captains &c. appointed and re-appointed,

John Mackellar, to the Romney; J.W.D. Dundas, to the Tagus; L. Shepherd, to the Bann; John South, to the Alert; John Gore, (2) to the Saracen; James Walker, to the Albion; Thomas Alexander (1), to the Vengeur; James Murray, to the Sattelite; Hon. G. Noel, to the Pandora; S. Roberts, to the Newcastle; J. Carteret, to the Desirée; A. Bowles, to the Menelans; John Thompson, to act in the Venerable;

Lt. George Tufman, to act as commander of the Chancticleer; Lt. J.D.H. Hay, to the rank of commander; Charles Ekins, to the Superb; Thomas F. Tucker, to the Andromeda; John Parcoe, to the Lee; Lt. James Robinson, to the rank of commander; Capt. James Richard Dacres, re-appointed to the Tiber; A. Shairpe, do. to the Hyacinth; N Coulson, do. to the Pelican; W. Sargeant, do. to the Cordelia; Captains W. S. Badcock, Lord A. Perry, A. Tisdal, Robert Rowley, Daniel Pring, J. G. Garland, are promoted to the rank of Post Captains; Capt. Alexander Dobbs, to be agent for transports in Canada; Joseph Bingham, to the Malta; Sir John Louis, to the Scamander, Sir James Gordon, to the Eurotas; Edward Scobill, to the Bann; S. Roberts, to Newcastle; John Mould, re appointed to the Mutine; John W. Watling, to the Julia; E.P. Brenton, is re-appointed to the Tonnant; W. Paterson, do. to the Eridanus; T. Scriven, to the Heron; G. B. Allen, to the Rifleman; Sir James L. Yeo, to hoist a broad pendant in the Inconstant, for the coast of Africa; W. Wolridge, to the Wasp; J. Murray, to the Sattelite; G. M'Kinley, do. to the Bulwark; Sir Charles Jones, re-appointed to the Harrier; Hon. Anthony Maitland, do. to the Pique; J. B. Purvis, do. to the Amphion; J. Ross, do. to the Driver; G. Layor, (2) to the Antelope; W. Skipsey, to the Leander; S. Jackson, to the Niger; Richard Spencer, to the Erne; G. G. Lennock, re-appointed to the Esk; W. M'Cullock, do. to the Ganymede; John Wallis, do. to the Podargus; H. Stewart, do. to the Towey; Charles G. R. Phillot, to the Primrose; Thomas Wolridge, do. to the Wasp; Henry Meynell, to the Jupiter; G. Brine, to the Mosquito; Robert Henderson, reappointed to the Tigris; N. Cochrane, do. to the Orontes; ——Tancock, do. to the Conway; W. F. Carrol, do. to the Cyrus; Lord John Hay, do. to the Opossum; Andrew Mitchell, do. to the Helicon; W. B. Dashwood, do. to the Prometheus; J. Christian, do. to the Leveret; J. C. Carpenter, to the Racoon; John Baldwin, to the Fly; W. Ramage, to the Cherokee; Robert Riddell, do. to the Britomart;

Lieutenants &c. appointed.

James Adams, to the Driver; Benjamin B. Bray, to the Brune; Richard Barton, to the Romney; J. Burney, to the Towey; H. W. Bishop, to the Niger; G. C. Blake, to the Pique; H. Boteler, to the Antelope; J. Bennett, to the Driver; —— Baker, to the Vengeur; G. Barker, to the Wasp; William Cuppage, to the Rochfort; R. M. Cole, to the Harrier; H. E. Coffin, to the Saracen; W. Carneige, to the Algerine; T. E. Cole, to the Tagus; Richard Crossman, to the Telegraph; H. Foster, to the Sattelite; Hon. H. Finch, to the Ister; George Gambier, to the Orlando; Joseph Griffiths, to the Mosquedobit; H. Goold, to the Childers; H. James, to the Antelope; John Jackson, (1) to the Whiting; R. W. Innes, to the Pique; Henry Jewry, to command the Grecian Schooner; R. Kingston, to the Amphion; Thomas Leigh, to the Havock; G. R. Lambert, to the Ister; R. Lucas to command the Surly cutter; Thomas Leigh, to the Rifleman; Robert Lethbridge, to the Euphrates; John Longchamp, to the Iphigenia; R. S. Man, to the Ister; Robert M'Kirdy, to the Tickler; C. R. Milbourne, to the Tagus; G. Macpherson, to the Vengeur; Herbert Mackworth, to the Scamander; E. Maxey, to the Desirée; J. Parsons, to the Crescent; W. Richardson, (1) to the Rochfort; Robert Robinson, to the Griffon; W. Rennie, to the Driver; J. Reeve, to the Queen Charlotte; W. Rivers, to the Bulwark; John Wood Rouse, to the Pioneer; W. Rennie, to the Niger; F. Stokoe, to the Inconstant; William Smith, to the Swan; G. Sandford, to the Harrier; J. Styles, to the Towey; B. Stow, to the Amphion; E. F. Scott, to the Niger; A. F. Seeds, to the Vengeur; Thomas Simpson, (2) to the Iphegenia; Walter P. Wade, to the Saracen; W. Woodley, to the Royal Charlotte Yacht; R. Ward, and C. Warde, to the Queen Charlotte; W. A. Warre, to the Amphion; W. R. Ward, to the Pelican; Edmund Young, to the Tagus; G. C. Yeo, to the Inconstant.

Surgeons appointed.

George Proctor, to the Perseus; Alexander Montgomery to the Griffon; William Stenhouse, to the Pique; James Hogg, to the Ister; John Cochrane, (2) to the Amphion; W. Huey, to the Leveret; Edward Caldwell, to the Cordelia; James Pollock, to the Bermuda; Charles Taylor, to the Tonnant; Alick Osborne, to the Algerine; Morgan Price, to the Jasper; John Drummond, to the Mosquito; James Simpson, to the Challenger; Matthew Anderson, to the Prometheus; William Williamson, to the Scamander; John Rodwell, to the Desirée; Elias Royal, to the Whiting; Charles Osborne, to the Cherokee; James Stuart, (1) to the Bann; Charles Skeoch, to the Erne; John Adamson, to the Superb; T. B. Feely, to the Opossum; Charles Miller, to the Ganymede; John Smith, to the Sealark; John S. Down, to the Tagus; W. A. Bates, to the Eridanus; James Kennedy, to the Podargus; S. H. Holly, to the Telegraph; Launcelot Armstrong, to the Inconstent; Robert Dobie, to the Wasp; Andrew Macannah, to the Fly; Thomas Fisher, to the Sattelite, Charles Kent, to the Esk; Alexander Jack, to the Tiber; Henry Ellis, to the Helicon; Charles Carter, to the Tay; Andrew Gemmel, to the Cyrus; Thomas Martil, to the Primrose; James Farrell, to the Britomart, James Young, to the Hope; John Anderson (2), to the Spey; G. Bellamy, to the Jupiter; John Trew, to the Martial; C. Vickery, to the Mutiné; Hugh Charles, to the Tyrian; James Billing, to the Thames; Thomas Sanderson, to the Brazen; William Martin, to the Melville; William West, to the Princess Charlotte; John Enright, to the Julia; William Stewart, to the Alceste; Mark Cockburn, to the Niger; David Wyse, to the Cadmus; James Stuart, to the Swan; Andrew Leslie, to the Pactolus; William Hector, to the Nimrod; James Little, to the St. George; Samuel Irvine, to the Melville (for rank): William Watson, to the Rosario; W. Smith, to the Alban; D. Quarrier, to the Florida, W. Whitaker, to *ditto*, for rank; J. M'Leod, to the Hebrus; W. Kelly, to the Melville, for rank; David Nichols, to the Myrmidon; P. T. Creagh, to the Menelaus; Alexander M'Naughton, to the Martin; William Goodsir, and John Patchall, to the Melville, for rank; P. Grant, to the Pandora; T. B. Wilson, to the Trident; Daniel Quarrier, to the Leander; Samuel Symonds, to the Pelican; Isaac Gorrell, to the Florida, for rank.

Assistant-Surgeons promoted to the rank of Surgeons.

Matthew Capponi, David Jameson, John Robertson, John Reid, Hugh Rhodie, John Taylor, F. A. Donnelly, William Whittaker; John Trew, Joseph Stilon, James Cook, Thomas Prosser, D. M'Manus, Walter Oudney, Samuel Cummings, Ninean M'Morris, John Davis, John Bremner, John Stephenson, E. D. Lewis, George Smyth, John Armstrong, William Armstrong, E. A. Smith, Alexander Heastie, Robert M'Lean, Charles Carpue, James Cruickshank, Andrew Creighton, John Scatchard, W. B. Webster, Michael Goodsir, William Bell (1), Samuel Phillips, Andrew Creighton. John M'Donald, John Patehall, Robert Espie, Robert M'Dowall, E. P. Wilkes, William Hogg, S. H. Wolley, William Bell (2), John London, N. P. O'Callaghan, Patrick Grant, Robert Wilson, Andrew Dick, Allan Waters, Robert Dickson, Alexander Salter, James Biggar, John Haslam, John Paul, Alexander Nesbitt, William M'Dowall, Cornelius Kelly, John Wyte, Archibald Hume, William Martin, William Black, Peter Comrie, Samuel Irvine, William Kelly, Thomas B. Wilson.

Chaplain appointed.

Rev. James David Lloyd, to the Albion.

Pursers appointed.

Thomas Paine, to the Amphion; Richard Kent, re-appointed to the Cherokee; John Elgar, reappointed to the Hyacinth; Samuel Hodgson, to the Tonnant; S. Little, to the Ramillies; William Goldfinch, to the Superb; P. L. O'Reilly, to the Jupiter; John Bignell, to the Vengeur; John Speed, to the Niger; F. Beatty, to the Bulwark; Thomas Vivian, to the Spencer; George Thomas Tracey, to the Albion; Jesse Sloggett, to the Wye; Henry Suter, to the Julia; James Boyle, to the Tiber.

Masters Appointed.

W. A. Seaman, to the Harrier; W. Ray, to the Ister; H. S. Peyton, to the Algerine; W. Oliver, to the Antelope; J. Higgs, to the Tagus; F. P. Bentley, to the Cherokee; Nic. Johnston, to the Podargus; H. Hall, to the Orlando; J. Crear, to the Inconstant; R. Power, to the Saracen; D. Gossman, to the Mutine; W. H. Thong, to the Albion; R. Holmes, to the Helicon; W. Petre, to the Eridanus; J. Holyoak, to the Bermuda; C. Cloak, to the Spencer; G. Tilfourd, to the Bulwark; Charles Brown, to the Leveret; A. Starkey, to the Ramillies; W. Beach, to the Fly; J. Barrie, to the Toy; J. B. Stent, to the Tigris; S. Griffith, to the Lee; Thomas Hales, to the Challenger; Thomas Gibbs, to the Erne; J. Porteus, to the Royal George; D. Atchison, to the Royal Sovereign; J. B. Duncan, to the Mary; John Langley, to the Amphion; John Engledew, to the Queen Charlotte; James Franklyn, to the Niger; Thomas Gwyther, to the Madagascar; Thomas Treliving, to the Menelaus; A. Russell, to the Orontes; A. Thompson, to the Esk; W. Newnham, to the Pandora; R. L. Hicks, to the Jupiter; B. Hazel (2), to the Racoon; Rd. Johns, to the Thames; K. Knapp, to the Wasp; H. H. Lawrence, to the Cyrus; Thos. Pierce, to the Telegraph; M. Rogers, to the Conway; W. Sidney, to the Opossum; Ed. Smith, to the Jasper; H. G. Sleaner, to the Tonnant; John Woodthorpe, to the Heron; Jas. Wilshin, to the Ganymede; J. B. Gregory, to the Bacchus; W. B. Stevenson, to the Euphrates; F. Anley, to the Driver; J. Bartie, to the Florida; J. Wilson, to the Dwarf; D. Beynon, to the Cordelia.

Midshipmen Appointed.

Sheerness.—James Everaud, to the Liffey; Wm. Nevill, to the Scamander; Rich. Burridge, to the Hearty; James Lester, to the Mercurius; George Broom, to the Bellerophon; Thos. Willoughby Ashington, to the Norge; Stephen Lamprey, to the Albion; Thomas Heales, to the Albion; Wm. Henry Dennett, to the Larne; Robert Henley, to the Nautilus; Isaac James Lane, to the Ethalion; Allen Wall, to the Namur; Joseph Ray, to the Liffey; Wm. Richmond, to the Namur; Archibald M'Taviot, to the Bulwark: Henry Beet, to the Severn; William Price, to the Bulwark.

Portsmouth.—Wm. Radford Caddy, to the Puissant; Thomas Aire, to ditto; Jos. Jacobs, to ditto; Wm. Crook, to the Duncan; George Hyde, to the Queen Charlotte; Wm. John Snow, to the Manly; Thos. Hope, to the Ister; Thos. Fletcher Best, to the Scout: Wm. Hanham, to the Queen Charlotte; Richard Sadlier, to ditto; Wm. Marshall, to the Wasp; Colquhoun M'Lean, to the Niemen; Edw. Bryant, to the Havock.

Plymouth.—R. H. Thomson, to the Insolent; Wm. Robertson, to the Seahorse; Geo. Moore, to ditto; Thos. Langton, to ditto; Wm. Still, to the Fly; John Cornish, to the Pelorus; George Davis, to the Fly; John Wills, to the Martin; John James Wilkinson, to the Ramillies; Robert Macey, to the Bacchus; George Bewick, to the Eridanus; Richard Keys, to the ———; Frederick Jones, to the Royal Sovereign; Fras. St. John Mildmay, to the Endymion; George Saunders, to the Melpomene; Savage Beane, to the Conway.

BIOGRAPHICAL MEMOIR

OF

JOHN WESLEY WRIGHT, Esq.

CAPTAIN IN THE ROYAL NAVY.

" Gwr yn erhyn y byd."

[Continued from page 208.]

IN resuming the continuation of our memoir of the late Captain Wright's public services, it is hoped we shall stand excused for the extension of our narrative of the siege of Acre, when it is considered that it constitutes a most important scene in the presentation of them; and that in the course of our relation, we produce many original letters, either affording additional information, or diversified views of the same object; and also many articles of relative research, directly or colaterally illustrative: it is, besides, a scene which the patriotism of every Briton must render interesting, as affording a noble display of British courage and perseverance, and adding conspicuously to the military glory of his country.

On the 8th of April, Captain Wilmot, of H.M.S. Alliance, was shot by a rifleman as he was mounting a howitzer on the breach.

The casualty attending Mr. Wright's services at the siege of Acre, is thus unaffectedly described by his valiant leader, in a letter to the brother of the latter, at Constantinople, dated *Tigre*, Acre bay, 29 April :—

" Though I don't choose to trust any thing of consequence to a chance conveyance, I will not fail to take that chance for meeting your impatience to know our situation, grappled as we are with Buonaparté and his army. The fire never ceases on either side, except when we are both too tired to go on. His whole attention and ammunition are devoted unto the encreasing of the breach made in N.E. angle of the town; on which he has 30 pieces of cannon playing, while we take those batteries and his trenches in flank with the ships and gun-boats, causing his fire to slacken occasionally by well-placed shots: he sprung the mine (in which Wright was wounded) on the 25th; when instantly ladders were placed, and a party mounted to the assault: they were beaten back; and the occasion calling for me to risk the Tigre in the shole water to the S. of the town, I did not hesitate to do it.* Our fire, such as Buonaparté, I am sure, never saw before, cleared his trenches, and reduced all to silence in a very few minutes: but this sort of general discharge cannot be repeated except on such critical occasions, as our ammunition begins to run low.—Send us powder and shot by all means and conveyances, and at any price; or we shall soon be on a par with the enemy in that respect: at present we are superior to him in every thing but numbers.—I cannot better describe the position of the enemy for these forty days past, than by telling you we throw stones at each other when flints fail and ammunition runs short. Morris, poor fellow! is killed. Janverin, who has a ball through the muscle under the right arm, almost well. Wright is better, and in a fair way: he has two balls through the upper part of the right arm. I have sent him in the Alliance to *Béruti*;† where, by the bye, the inhabitants receive our people with acclamations, as having saved the country hitherto, bringing water and refreshments miles down to our boats, in troops of hundreds (nay, I may almost say thousands), now that they are undeceived as to the French rumour of our being in league with them against Jezzar: no great proof of their own popularity. I have written to the princes of Mount Lebanon: the Porte should mark to them its confidence in our co-operation.

Yours, affectionately,

W. S. S.

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* On this occasion, it is understood, that as Sir S. S. was going over the ship's side, to land and hasten to the breach, the first lieutenant and master of the Tigre chose that unseasonable moment to *serve* him with a written protest against "placing H. M.'s ship in danger of being lost:" to which the saviour of Turkey calmly replied, "Gentlemen: H. M.'s ships are built on purpose to be placed in danger of being lost, whenever H. M.'s service requires it, and of that, the commanding officer is the best judge."—(Hydr. N. C.)

† Beruti, or Bairouti:—*Colonia Berythus, Felix Julia, Felix Augusta*, is on a cape in the country of the Dourzi, surrounded by a fertile country, and having 7 to 8 thousand inhabitants. It exports some raw cotton and silk to Egypt. Its road is exposed; but it has a jetty for boats, and near it are the remains of two columns, which contend with those of Byas for the honour of standing on the spot where Jonas was thrown up. The Nahr-el-Kelb (antiently *Lycus*) empties itself north of Bairout; and the Nahr Tamoor (Tamyrus) on the south. (Tuckey: *Maritime Geography*; ii, 289.) Berytus is farther remarkable in the Roman annals, for a grand council holden there to settle the plan of operation, when Vespasianus became a competitor for the empire against Vitellius. An assembly (to borrow the words of Tacitus) consisting of such a numerous train of horse and foot, and of eastern kings who vied with each other in splendor and magnificence, as presented a spectacle worthy of the imperial dignity. Upon the banks of the little river (*nahr*) Baroot, which runs on the N. side of it, the army of Crusaders under Duke Godfrey and the Count of Flanders encamped in the year 1099.—The geographical site of Bairout may be considered as about 33° 50′ N. 35° 50′ E.—(Hydrographer N. C.)

On the 2d of May, died Sir Sidney's faithful friend and companion, Colonel Phélypeaux, whose military skill in the branch of service he professed was of the highest description, and to his zeal in the cause he had so honorably adopted he fell a willing sacrifice.—His ardent exertions—want of rest—and exposure to the sun, brought on a fever, which shortly terminated his valuable life.

This much-lamented event was announced, with other particulars of the siege, to John S. Smythe, Esq.* by the late Mr. John Keith,† in a letter, of which the subjoined is a copy :—

Tigre, at anchor under the walls of Acre,
DEAR SIR, *2 May, 1799.*

I avail myself of the departure of a transport for Smyrna, to inform you, that we are still here, keeping the town from Buonaparté, and killing daily numbers of his best men. He attempted yesterday for the fourth time to carry the town by storm, but was repulsed with dreadful havoc; every broadside from our ship swept off platoons of his men, while the musketry of the garrison despatched them in detail. God only knows how long he means to play at this game; but as long as no accident nor any unforeseen impediments prevent the Tigre and Theseus from acting, he will never take the town. It is now 45 days that the siege has continued; and from the nature of the circumstances, and singularity of the different personages employed *pro* and *con*, it will form an epoch in the annals of the present war, and will reflect great credit on Sir Sidney and Captain Miller, who have occasionally been engineers, pioneers, grenadiers, and seamen, all to give a gallant example to the Turks; which has had great and important effects upon them. We wait hourly for the arrival of the Othman convoy from Rhodes and Macri, which ought to have been here a month ago;

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* JOHN SPENCER SMYTHE, Esq.—This gentleman's service in the foreign line commenced as private secretary under ROBERT LISTON, Esq. Ambassador to the Othman Porte, in 1793. He succeeded that able and virtuous statesman in 1795, as *chargé-d'-affaires*, and was appointed secretary of legation on 1st May, 1798, receiving the rank of minister plenipotentiary a few days afterwards; *i. e.* on the 4th. In the December following, Mr. Smythe negotiated the first treaty of alliance that ever existed between Great Britain and Turkey; and signed it, conjointly with Sir S. Smith, on 5th January. He obtained the freedom of the Black Sea for the British flag in October, 1799. (See N. C. vol. xxi, p. 215.) On the Earl of ELGIN's being nominated ambassador extraordinary to carry out the ratification of the treaty of alliance (just concluded) Mr. S. received the farther honorary appointment of secretary to the embassy extraordinary. Being eventually superseded by the Earl of ELGIN, he returned home from the Levant on leave of absence, in 1801, 2.—(TWEDDELL's *Remains*, p. 262.)

† This excellent man was secretary to Sir Sidney Smith on board the Tigre, and was unfortunately drowned, by the upsetting of a boat, in the Nile, 1801.

there certainly never was a squadron so infamously abandoned as we are, and by those who ought to be the headmost in the contest.

I learned with deep concern the accident of the conflagration which lately happened to you,* which, however, you take so cheerfully; and I hope government will come forward to your assistance, at least in making good to you your actual loss by this disaster. I could not read without the most heartfelt indignation the infamous conduct of a certain general on that occasion: he must be a narrow-minded wretch indeed; and he will do well to soak his buckram for several hours before he joins the Tigre; where at all events he will never stand any chance of gaining my friendship.

Poor Phélypeaux died this morning, after two days' illness: he over-fatigued himself; and had been spitting blood for this fortnight.† His superior genius has in a great measure saved the town; and Douglas is now following up his various plans for its defense.

Sir Sidney is very much fatigued; and we have not (he and I) had an hour's quiet rest for these three weeks past: we nevertheless keep it up upon the old principle, that good stuff suffers to be stretched.

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* Meaning the destruction of Péra by fire, on 13 March, 1799. On arrival of the intelligence of that desolating calamity, which left Mr. Smythe in a state of destitution so entire, as even to be without a change of raiment, the Levant Company, with its accustomed liberality, voted and despatched to him, the sum of one thousand pounds, on the instant; judging, no doubt, or rather feeling, that, in such a distressing emergency, the maxim, *bis dat qui dat cito,* was recommended by every principle of justice and humanity. The Editor understands that government, also, after a deliberation of about four years, made some farther indemnification for the loss sustained, judging, it is likely, that the royal bounty would be more highly appretiated, from not having been issued with mercantile haste, but after a dignified expenditure of consideration and care. No pecuniary retribution, however, can compensate to a literary man the loss of scientific *MSS.* and the records of laborious research: these Mr. Smythe, by the advantage of a long residence in the East, and extended travels in European and asiatic Turkey, had largely accumulated—with the taste of a cultivated mind, and the knowledge of an oriental scholar: these are perished in the flames of Péra, and society has to lament the irreparable loss of collections particularly valuable in the department of geography.—(TWEDDELL's *Remains,* p. 332.)

† A different account is given of Colonel Phélypeaux's death, in "*A Collection of Papers, intended to promote an Institution for the cure and prevention of Infectious Fevers in Newcastle-on-Tyne, and other populous towns.*"—"Mr. Tainsh, an intelligent practitioner, late surgeon of H.M.S. Theseus, of 74 guns, received on board that ship, in 1799, off the coast of Syria, Colonel Phélypeaux and four seamen, infected with the plague. The Colonel was placed in a cabin by himself, but would submit to no medical treatment, and died on the fourth day. The surgeon fitted up a berth for the other four, apart from the rest of the crew (500 or more), with no better separation than painted canvas, and kept them as cool and clean as possible; only one of the four died, and not one of the crew took the infection."—(*Ibid.*)

Henry H. is a fine boy: nothing can be more cool than he is among shot and shells.

I am sincerely your's,

John S. Smythe, Esq. Constantinople.

John Keith.

Nine times the enemy had attempted to storm the breach, and had been repulsed with the most determined bravery; but this contest, which Sir Sidney terms one continued battle, had now lasted fifty days, and the opposing forces were on both sides greatly reduced in numbers, while those who remained were worn out with fatigue; and we accordingly find Sir Sidney, in his despatch of the 9th May, describing his anxiety for reinforcements, which on the evening of the fifty-first day appeared in sight.* On the appearance of this reinforcement, the efforts of Buonaparté were renewed with the most impetuous vigor, to do all that could be done before its junction—the resistance on the part of

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* Of this event, and other subsequent occurrences, the annexed epistolary memorandum was made by Mr. Keith on the morning of the 8th of May, 1799:—

"Sir Sidney S. left the ship at day-break, and left me to wait on board for Hassan Bey's visit, and to bring him and his reinforcements immediately on shore, before the sea-breeze should set in, because the boats would then have to pass under the fire of the enemy's five and three-gun batteries, to get into the mole. At half-past 6 A.M. Hassan Bey came on board the Tigre, when not finding Sir S. he said he would call again in the afternoon. I told him I had orders from both commanders to carry him immediately on shore, and to see that instantaneous orders were given by him to land the Chiftlik regiment. He seemed averse to go into Acre: but on my repeating the order, he resigned with a heavy groan; and requesting me to go in his boat, we proceeded towards the town, as I supposed, when all of a sudden he ordered the boat to go to his frigate. I was completely angry with him by this time; and became still more so, when, from his cabin, I discovered the middle division of the French army all drawn up before the camp, and making every exertion for coming down to the attack, and when I found the cowardly overgrown Capiji-Bashi, with Kelim Effendi, roaring, *Alla! Alla!* persuading the men that the French were going to run away, and with a tone of mirth ordering coffee and pipes; which, with their bearers, I almost flung overboard; and uttering a vehement repetition of Sir Sidney's order, I at last got the old captain again into the boat, and conducted him to the breach, where he met with a very cool reception from Jezzar Pasha. I then joined Sir Sidney on the very pinnacle of the ruined tower (where the French were lodged). He was haranguing the barge's and cutter's crews, who, with pikes and cutlasses, were assembled ready to spring over the breast-work among the French; while young Bourne, the mid. was amusing himself in picking up the musket-balls flattened with hitting upon the wall and stones about us. But our works and plans were soon put an end to by Jezzar, who came up, the besieged was proportionally vigorous; all that skill and courage could effect in numbers so reduced was unanimously displayed; but the enemy gained ground, and got possession of the north-east tower, the upper part of which having been battered down, they ascended on the ruins, and at day-light on the following morning the French standard was seen on the outer angle of the tower; the fire of the besieged was slackened, and the flanking fire rendered ineffectual, the enemy being screened by two traverses erected in the night across the ditch, composed of sand-bags and the bodies of the dead.

Thus were the exertions of the enemy, by strength and stratagem, vigorous and effective—but in the point of honor they were most disgracefully deficient. Sir Sidney declares two attempts to have been made to assassinate him in the town; and on the 13th of May, a formal and deliberate breach of faith was committed, in the violation of a flag of truce sent by the hands of an oriental Dervish, bearing a letter to the Pasha, containing a proposition for two hours cessation of arms, to be employed in burying the dead bodies in the entrenchments, the stench from which was become so fatally infectious on both sides, that many died delirious in a few hours after being seized.

The bearer of the flag was a wretched ignorant Arab—the flag itself a white pocket handkerchief, marked with the European character; which, from the mark D, on it, seemed to testify that either Generals Dufalgua-Caffarelli, or Daumartin, or perhaps the more confidential Duroc, contributed the "*matériel*" towards this profanation of a sacred rite. The letter is thus translated :—

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seized me by the neck, and hove me headlong down the trap-stair, with Sir Sidney and Bourne upon my back; the old governor was foaming like a bull, and knocked down the sentries who had allowed the English to pass, as he said, to their inevitable destruction. The fat Capigi-Bashi never set his foot on *terra-firma* till the siege was raised; but he has been constantly on shore ever since; and is a perfect nuisance to Jezzar.—Kelim Effendi is a good-for-nothing cowardly wretch, envious of all others that are less mean than himself; and has the impudence to assert, that English and French, and all other "*franks*," were alike. The *agha* [colonel] of the Turkish Chiftlik regiment, although on shore, kept constantly under some arch-way; but the lieutenant-colonel, Soliman-agha,* behaved like a hero, and always headed his men."

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* SOLIMAN, or SULEYMAN :—an Austrian deserter and renegado.

Armée.
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LIBERTÉ .... EGALITÉ.

République Française.

Head-quarters before Acré, 22 Floréal, An VII.

Alexander Berthier, General of Division, and Chief of the Staff of the Army—to Ahmed Pasha, el-Jezzar.

God is clement and merciful!

The general-in-chief has charged me to propose to you a suspension of arms, for the purpose of interring the corpses now without sepulture about the trenches. He also desires to establish an exchange of prisoners. He has in his power a part of the garrison of Yaffa, and more especially General Abd'ulla-Agha, with the gunners and bombardiers, forming part of the convoy that arrived at Acre three days ago from Constantinople. He has, moreover, a great number of soldiers belonging to the army from Damascus: He knows that there are at Constantinople and at Rhodes several French prisoners. He desires that you would name some one to confer on these different objects with one of his officers.

(Signed) Alex. Berthier. (L.S.)

During the consideration of this letter, the besieged were assailed by a volley of shot and shells—and which having been premeditated, may account for the substitution of an Arab, for a French, messenger. The life of the Arab was saved, by the interference of Sir Sidney Smith, who claimed him as his prisoner, took him on board the Tigre, and sent him back to the French camp, notwithstanding the orders of Buonaparté, to reject all flags of truce (*parlementaires*) from the commander of the English squadron before Acre.*

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* BERTHIER's account runs thus:—" On the morning of the 22d Floreal (May 11), Buonaparte sent a flag of truce to Jezzar, with a letter, containing some propositions founded on principles of humanity:—a Turk, who had been taken as a spy, was the bearer of it: (with barbarians you cannot venture to follow the usages of civilized nations!) He was fired at, and the fire of the place continued. On our side, we continued our cannonade, and to throw in bombs.

" On the 24th (May 13), the flag of truce was again sent in. He now got into the town; but they still continued their fire. There was no appearance of our receiving an answer: on the contrary, about six in the evening, on the signal of a cannon-shot, the enemy came out from the right and left, but they were repulsed.

" 'On the 28th Floreal (May 17), an English flag of truce advanced towards us, and brought back the Turk whom we had sent as a flag of truce to Jezzar on

Such was the critical situation of the besieged when the reinforcement under Hassan bey arrived; the troops were in the boats, but still distant from the shore, "and an effort," says Sir Sidney, "was necessary to preserve the place for a short time, till their arrival." What this effort was, and the operations immediately subsequent, we shall give in the words of Sir Sidney's official report:—

> "I accordingly landed the boats at the mole, and took the crews up to the breach, armed with pikes. The enthusiastic gratitude of the Turks, men, women, and children, at the sight of such a reinforcement, at such a time, is not to be described. Many fugitives returned with us to the breach, which we found defended by a few brave Turks, whose most destructive missile weapons were heavy stones, which, striking the assailants on the head, overthrew the foremost down the slope, and impeded the progress of the rest. A succession, however, ascended to the assault, the heap of ruins between the two parties serving as a breastwork for both—the muzzles of their muskets touching, and the spear-heads of their standards locked. Jezzar Pasha, hearing the English were on the breach, quitted his station, where, according to the ancient Turkish custom, he was sitting, to reward such as should bring him the heads of the enemy, and distributing musket cartridges with his own hands. The energetic old man coming behind us, pulled us down with violence, saying, if any harm happened to his English friends, all was lost. This amicable contest, as to who should defend the breach, occasioned a rush of Turks to the spot, and thus time was gained for the arrival of the first body of Hassan Bey's troops. I had now to combat the Pasha's repugnance to admitting any troops but his Albanians into the garden of his seraglio, become a very important post, as occupying the *terre-plein* of the rampart. There was not above 200 of the original 1000 Albanians left alive. This was no time for debate, and I over-ruled his objections by introducing the Chiftlik regiment of 1000 men, armed with bayonets, disciplined after the European method, under Sultan Selim's own eye, and placed by his Imperial Majesty's express command at my disposal. The garrison, animated by the appearance of such a reinforcement, was now all on foot, and there being consequently enough to defend the breach, I proposed to the Pasha to get rid of the object of his jealousy, by opening his gates to let them make a sally, and take the assailants in flank: he readily complied, and I gave directions to the colonel to get possession of the enemy's third parallel, or nearest trench, and there fortify himself, by shifting the parapet outwards. This order being clearly understood, the gates were opened, and the Turks rushed out; but they were not equal to such a

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the 22d. The flag of truce brought a letter from the English Commodore, the purport of which was to inform us, that as Jezzar was under the protection of the English fleet, he could make no reply to us, but through the medium of the English Commodore."

movement, and were driven back to the town with loss. Mr. Bray, however, as usual, protected the town-gate efficaciously with grape from the 68-pounders. The sorties had this good effect, that it obliged the enemy to expose themselves above their parapets, so that our flanking fire brought down numbers of them, and drew their force from the breach, so that the small number remaining on the lodgement were killed or dispersed by our few remaining hand grenades, thrown by Mr. Savage, midshipman of the Theseus. The enemy began a new breach, by an incessant fire directed to the southward of the lodgement; every shot knocking down whole sheets of a wall much less solid than that of the tower, on which they had expended so much time and ammunition. The group of generals and aides-de-camp, which the shells from the 68-pounders had frequently dispersed, was now re-assembled on *Richard Cœur-de-Lion*'s Mount. Buonaparté was distinguishable in the centre of a semicircle; his gesticulations indicated a renewal of attack, and his despatching an aide-de-camp to the camp, shewed that he waited only for a reinforcement. I gave directions for Hassan Bey's ships to take their stations in the shoal-water to the southward, and made the Tigre's signal to weigh and join the Theseus to the northward. A little before sun-set, a massive column appeared advancing to the breach with a solemn step. The Pasha's idea was, not to defend the brink this time, but rather to let a certain number of the enemy in, and then close with them, according to the Turkish mode of war. The column thus mounted the breach unmolested, and descended from the rampart into the Pasha's garden, where, in a very few minutes, the bravest and most advanced among them lay headless corpses; the sabre, with the addition of a dagger in the other hand, proving more than a match for the bayonet; the rest retreated precipitately; and the commanding officer, who was seen manfully encouraging his men to mount the breach, and who we have since learnt to be General Lannes, was carried off, wounded by a musket-shot. General Rambeaud was killed. Much confusion arose in the town from the actual entry of the enemy, it having been impossible, nay impolitic, to give previous information to every body of the mode of defence adopted, lest the enemy should come to a knowledge of it by means of their numerous emissaries. The English uniform, which had hitherto served as a rallying point for the old garrison wherever it appeared, was now in the dusk mistaken for French, the newly-arrived Turks not distinguishing between one hat and another in the crowd, and thus many a severe blow of a sabre was parried by our officers, among which Colonel Douglas, Mr. Ives, and Mr. Jones, had nearly lost their lives, as they were forcing their way through a torrent of fugitives. Calm was restored by the Pasha's exertions, aided by Mr. Frotté, who had just arrived with Hassan Bey, and thus the contest of twenty-five hours ended, both parties being so fatigued as to be unable to move. Buonaparté will, no doubt, renew the attack, the breach being, as above described, perfectly practicable for fifty men abreast: indeed the town is not, nor ever has been, defensible acccording to the rules of art, but, according to every other rule, it must and shall be defended; not that it is in itself worth defending; but we feel that it is by this breach Buonaparté means to march to farther conquests.* It is on the issue of this conflict that depends the opinion of the multitude of spectators on the surrounding hills, who wait only to see how it ends to join the victor; and with such a reinforcement for the execution of his known projects, Constantinople, and even Vienna, must feel the shock. Be assured, my Lord, the magnitude of our obligations does but increase the energy of our efforts in the attempt to discharge our duty; and though we may, and probably shall be overpowered, I can venture to say, that the French army will be so much farther weakened before it prevails, as to be little able to profit by its dear-bought victory.†

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* MIOT, whom we have before quoted, says, that BUONAPARTE, sauntering about one evening with General MURAT, and shewing him Acre, exclaimed: "The fate of the East is in that heap of stones [*bicoque*]: the fall of this place will obtain the end of my expedition. Damascus will be the fruit." MIOT had this in writing from MURAT. It is equally certain, that when General Andreossy shewed BUONAPARTE a military sketch of the breach (externally) prior to the 10th or 11th assault, he clapped General Berthier on the shoulder, and said, "*Maintenant, Berthier, nous tenons l'Europe par les reins.*" i. e. in the pugilistic phraseology—now we can give Europe a *cross-buttock.*

† Of this desperate conflict, we have the following account by Berthier:—"Buonaparté gave orders for battering in breach the curtain to the right of the tower, on the morning of the 19th Floreal (May 8). The curtain fell, and discovered a breach far from being impracticable. Buonaparté rushed towards it, and ordered an assault. The division of Lannes was on that duty, having before him his pioneers and grenadiers, under the command of the general of division, Rambeaud. We now vigorously attacked the breach, and carried it. About a hundred men had already descended into the place; orders had been given, that at the same time our troops that were in the breach-tower should attack some of the enemy who had posted themselves on the ruins of a second tower which commanded the right of the breach. Orders had likewise been issued to fall upon the external armed posts of the enemy. These orders were not, however, executed with due concert and co-operation. The enemy, as they came out of their external armed posts, filed off in the ditch to the right and left, and commenced a fire of musketry, which attacked the rear of the breach; some Turks, who had not been dislodged from the second tower, which commanded the right of the breach, also began a fire of musketry, which took us in flank. They threw down combustible materials, which struck confusion into those who were employed in scaling the breach; the fire from the houses, the streets, the palace of Jezzar, &c. &c. which came on the rear of those who descended from the breach into the town, produced a retrograde movement among some of those who had already got into the town, and who had succeeded in taking two pieces of cannon and two mortars. This movement communicated itself to the column. The foot-guides, who remained as a reserve, sprang forward to the breach, and performed prodigies of courage. The action was then fought man to man; but the enemy were prepared and on their guard. The column no longer retained the same impulsion, notwithstanding the heroic efforts of General Lannes, who was severely wounded on the occasion. The enemy had sufficient time to rally, and to dispose of a great number of men that had disembarked from the fleet; night now came, and orders were given to retreat. General Rambeaud was killed in the place."

In addition, we present to our readers the following rapid sketch of the progress of this eventful siege, by Sir Sidney during the height of the contest, in the familiar and attractive form of a confidential letter to his brother, the minister at Constantinople; which having, as we understand, been sent home to the members of his family, some copies got into public circulation. The appearance of the former section of this memoir in the 𝔓. ℭ. having revived the interest of the subject in the mind of a possessor of one of these copies, he has obligingly made us this valuable contribution towards a piece of Biography, which we presume to affirm is not surpassed, in the interest and originality of its matter, by any in our volumes:—

MY DEAR BROTHER, *Tigre, Acrê, 14th May*, 1799.

Events succeed each other so fast here, that it is impossible for those who are employed in creating them to record them. Suffice it therefore to say, that the enemy has been repulsed in eleven different attempts to assault this place. That this day they are not in possession of Acre, although they have a lodgement in the N.E. angle of the N.E. tower, one half of which is their's, and the other our's: while we also have possession of the two new *English* ravelins, that flank the approach to this lodgement, and have raised batteries *within* the breach, which is wide enough for 50 men abreast! the fire from which completely cleared it the last assault; and besides increased the number of the dead in either ditch. Our labor is excessive; many of us (among whom our anxious and zealous friend, Phélypeaux) have died of fatigue. I am but half dead; but Buonaparté brings fresh troops to the assault two or three times in the night, and we are thus obliged to be always under arms. He has lost the flower of his army in these desperate attempts to storm (as appears by the certificates of former services, which we find in their pockets) and eight generals.

A report is brought us by an Arab, that Buonaparté is wounded in the thigh, but I know not if it is true. Scarce a day but I lose somebody: how I have escaped hitherto, I know not, fired at and marked as I am from *within*, as well as from *without*. Still, however, we keep the Bull pinned, and compare our breach to a mouse trap, in which any mouse, or number of mice, that come, are sure to be caught. We have now been near two months constantly under fire, and firing; our ammunition is consequently nearly expended, and unfortunately, as we cannot be in two places at once, and Jezzar tells me, if I go the place is gone, we cannot take care of the coast lower down than Mount Carmel, so that the French not only receive supplies from Alexandria, by way of Jaffa, but they have taken Abdulha Aga, and the bombardiers from Constantinople, and are actually throwing those Turkish shells at us: I sent the Theseus after three French frigates yesterday, off Cæsarea, being just able to spare her for an interval; she got sight of them, and chased them, but her disablement from a sad accident obliged her to haul off: sixty odd shells blew up at three explosions, under the fore part of the poop, killed and wounded 32 men, including those who jumped overboard, and were drowned; and, alas! amongst the former we have to lament Captain Miller,[*] my zealous and indefatigable supporter to the north; a station I have been obliged to take during his absence; and I now cannot chase these frigates, without leaving the town to its fate. *Why have I not some efficient frigates?* Hassan Bey's two frigates are not effective: or if effective as to crews, have been obliged to disembark their men to defend the breach in their turn. The *Chiftlik*[†] men, who were unsteady the first day (and it must be owned they joined me at a time that we were under a fire that was enough to astonish young soldiers) have now recovered their credit. You must see by my writing, that I am almost blind; what with the dust from the shells, hot sun, and much writing to keep things square here. I have two emissaries from the Druses and christians of Mount Lebanon, who are come in consequence of my message to them to that effect; and they promise me, that all I required of them should be done against the enemy, now they see how powerful we are to protect them.—Wright is at Bairuti, better.

I really have not time to write to my uncle;[‡] and I therefore mean to send him my journal materials open through your channel.—Adieu!

W Sidney Smith

The general prepossession of the Syrians, that the French armies were irresistible, from the invariable success that had hitherto attended them, had so paralyzed their efforts of resistance, that but for the stimulating influence of British courage, none would have been made, and the advance of Buonaparté would, there is reason to believe, have been wholly unimpeded, wherever his plans of personal aggrandizement and political resentment might have directed it. Greatly indeed, therefore, must his irritable temper have been affected by the opposition excited and directed by Sir Sidney Smith, and in the fervor of vexation he imposed the most cruel sacrifices on his brave followers, and evinced a determination to extend them to the utmost limits of their endurance. The mind of his gallant antagonist, Sir Sidney Smith, was equally alive to the improvement of his advantage, and supposing the prejudice in some degree removed by the check he had given to the advance of the enemy, he wrote a circular letter to the princes and chiefs of the christians of Mount Lebanon,* and to the Shekhs of the Druses, in which he exhorted them to evince their duty, by intercepting the supplies of the enemy in their way to the French camp, and as an additional incitement, sent them a copy of Buonaparté's proclamation on his landing in Egypt. This proclamation, as also a subsequent one to the inhabitants of Cairo, we give our readers, as a specimen of his religious principles, and to show with what ingenuity and impudence he could coin professions personal and political for present currency :—

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[*] For a biographical sketch of Captain Miller, *vide* N. C. Vol. ii. p. 581.

[†] So named from the barracks for new levies disciplined under the European system, established at a *ferme ornée* near Constantinople, late belonging to the *Capitan-Pasha*: *Chiftlik* is the Turkish word for a farm in general: thence, these troops obtained the popular name of *Chiftlik-ji*; or in English, "farmers."—(HYDROGRAPHER N. C.)

[‡] The late General EDWARD SMYTHE.

Translation of the Proclamation issued by Buonaparté, in the Arabic language, on his Landing in Egypt.

Alexandria, Messidor 13, *Year VIth of the Republic,*
One and Indivisible, the —— of the Month of
Muharrem, the Year of the Hegira 1213.

BUONAPARTE, MEMBER OF THE NATIONAL INSTITUTE, COMMANDER-IN-CHIEF.

In the name of God, gracious and merciful.—There is no God but God; he has no Son or associate in his kingdom.

The present moment, which is destined for the punishment of the Beys, has been long anxiously expected. The Beys, coming from the mountains of Georgia and Caucasus, have desolated this beautiful country, long insulted and treated with contempt the French nation, and oppressed her merchants in various ways. Buonaparté, the General of the French Republic, according to the principles of liberty, is now arrived; and the Almighty, the Lord of both worlds, has sealed the destruction of the Beys.

Inhabitants of Egypt! When the Beys tell you the French are come to destroy your religion, believe them not: it is an absolute falsehood. Answer those deceivers, that they are only come to rescue the rights of the poor from the hands of their tyrants; and that the French adore the Supreme Being, and honor the Prophet and his holy Koran.

All men are equal in the eyes of God; understanding, ingenuity, and science, alone make a difference between them: as the Beys, therefore, do not possess any of these qualities, they cannot be worthy to govern the country.

Yet are they the only possessors of extensive tracts of land, beautiful female slaves, excellent horses, magnificent palaces? Have they then received an exclusive privilege from the Almighty? If so, let them produce it. But the Supreme Being, who is just and merciful towards all mankind, wills that in future none of the inhabitants of Egypt shall be prevented from attaining to the first employments and the highest honors. The administration, which shall be conducted by persons of intelligence, talents, and foresight, will be productive of happiness and security. The tyranny and avarice of the Beys have laid waste Egypt, which was formerly so populous and well cultivated.

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* *Vide* Sir Sidney Smith's letters, page 265—276.

The French are true Mussulmans. Not long since they marched to Rome, and overthrew the Pope, who excited the Christians against the professors of the Mohammedan religion. Afterwards they directed their course to Malta, and drove out the unbelievers, who imagined they were appointed by God to make war on the Mussulmans. The French have at all times been the true and sincere friends of the Ottoman Emperors, and the enemies of their enemies. May the Empire of the Sultan therefore be eternal; but may the Beys of Egypt, our opposers, whose insatiable avarice has continually excited disobedience and insubordination, be trodden in the dust, and annihilated.

Our friendship shall be extended to those of the inhabitants of Egypt who shall join us, as also to those who shall remain in their dwellings, and observe a strict neutrality; and when they have seen our conduct with their own eyes, hasten to submit to us; but the dreadful punishment of death awaits those who shall take up arms for the Beys, and against us. For them there shall be no deliverance, nor shall any trace of them remain.

Art. 1. All places which shall be three leagues distant from the route of the French army, shall send one of their principal inhabitants to the French General, to declare that they submit, and will hoist the French flag, which is blue, white, and red.

Art. 2. Every village which shall oppose the French army, shall be burned to the ground.

Art. 3. Every village which shall submit to the French, shall hoist the French flag, and that of the Sublime Porte, their ally, whose duration be eternal.

Art. 4. The Chiefs and principal persons of each town and village, shall seal up the houses and effects of the Beys, and take care that not the smallest article shall be lost.

Art. 5. The Shekhs, Cadis, and Imams, shall continue to exercise their respective functions; and put up their prayers, and perform the exercise of religious worship in the mosques and houses of prayer. All the inhabitants of Egypt shall offer up thanks to the Supreme Being, and put up public prayers for the destruction of the Beys.

May the Supreme God make the glory of the Sultan of the Ottomans eternal, pour forth his wrath on the Mamelouks, and render glorious the destiny of the Egyptian nation.

GENERAL BUONAPARTE TO THE INHABITANTS OF CAIRO, FEB. 20.

Wicked men have succeeded in leading part of you astray; and they have perished. God has directed me to be merciful to the people; I have been irrritated against you on account of your insurrection. I have deprived you for two months of your Divan; but I restore it to you this day. Your good conduct has effaced the stain of your rebellion. Scheriffs, Ulemas, preachers at the Mosques, make it known to the people, that those who may declare themselves my enemies, shall have no refuge either in this world or in the next! Can there exist any man so blind as not to see that destiny directs all my operations? Can any one be so incredulous as to make it a question of doubt, that every thing in this vast universe is submissive to the empire of Fate?

Inform the people, that since the creation of the world it has been written, that after having destroyed the enemies of Islamism, and laid their crosses prostrate, I should come from the extremity of the West to fulfil the task which has been imposed upon me. Shew to the people's conviction, that in the holy book of the Koran, and in more than twenty passages of it, what happens has been foreseen, and what will happen has been equally unfolded. Let those, then, who are prevented only by the fear of our arms from cursing us, change their sentiments; for, in addressing prayers to Heaven against us, they solicit their own condemnation. Let the true believers pray for the success of our arms. I might demand of each of you the causes of the secret sentiments of your hearts; for I know all, even what you have not revealed to any one. But the day will come, in which all the world shall clearly see, that I am conducted by a being of superior order, and that every human effort cannot prevail against me. Happy those who shall sincerely be the first to range themselves on my side.

Buonaparte

The wise proceeding of Sir Sidney, as above stated, had its desired success, and two ambassadors were sent with information, that measures had been, in consequence, taken to cut off the supplies, and as a proof of it, eighty prisoners who had been captured in the execution of them, were placed at his disposal.

The active policy and gallant perseverance of this brave commander, continued daily to excite the admiration, and stimulate the efforts, of his oriental companions in arms; while his proud and boasting enemy could not but see, in his promptitude of thought and action, and in its prevailing influence on all who witnessed it, the certain means of his own defeat. Yet still, unmindful of the cost, he pursued his desperate purpose, as appears in the continuation of Mr. Keith's epistolary narrative:—

DEAR SIR, *Tigre, off Acre*, 16 *May*, 1799.

We have still the bridle-hand over the wretches without; and notwithstanding there is a breach large enough to march in a battalion, yet the HERO can hardly muster above 100 men (and that not every day) to come and be despatched: for that is the case so instantaneously with those who have mounted, that I do not believe they had time to turn round to tell those who followed them what they heard or saw. The daily presence of Sir Sidney and Captain Miller on shore, to cheer the savages, and direct every thing, has roused the courage of the garrison, and inspired every man of it with such enthusiasm, that they now close with the republicans, and with their sabres cut them up on all occasions, with comparatively little loss to themselves. They rush upon them so suddenly, as not to give them time to fire a second round. It is the Commodore who has set this sort of game in *vogue*; to attain which he has himself led them out to the ditch, trench, and bush fighting. The Turks and Arabs have such implicit faith in him, that whatever he points out or suggests, is always fulfilled, unless the *Pasha*'s old witch prevails on him to impede, by withholding sufficient means. You must not be alarmed at our friend's having thus turned drill-serjeant: I only mention it as a thing to be forgotten; he has been amazingly prudent as to his own person, *of late;* and having operated the charm, he has promised faithfully to become a mere spectator of its effects. You cannot conceive what labor and fatigue he has had to steer through, for these two months past: without entering into particulars, I hope government will (and if it doth not, I hope our country will) observe, that 2 ships of the line, and a small ill-armed store-ship, have checked an hitherto invincible army of above 12,000 men; which, had it not been for Sir Sidney's most extraordinary genius, backed by every one of our little squadron, would by this time have been menacing the very capital of the Turkish empire. The wretches have made eleven desperate attempts to take this town by storm; in all of which they have been repulsed with incredible slaughter by the garrison that guards the breach ("the Commodore's mouse-trap"), and cover the walls, while they are blown to atoms by the ships and gun-boats; producing altogether a fire of a hundred guns! all on *moveable* batteries; thereby beyond the computation of any engineer; and this plays upon the comers and goers, as well as on those who wait their turn of passage up that breach from whence they never return. Since the HERO has been playing this game with the "monster," his loss was credibly stated to have been, up to the 19th instant, nearly as follow:—Generals, Caffarelli, Lescalle, Lannes, Rampau, Vaux, Laugier, De Vos, and Dugua, 85 other officers, and upwards of 3000 men killed; among which are his favorite "guides;" most of the grenadiers, carabineers, and artillery-men. There are 1500 sick and wounded at Khaiffa; and 500 in two other *soi-disant* hospitals, where, for want of medical assistance (14 of their surgeons are dead since the capture of Iaffa), they are dying by 50 or 60 a day. They will all soon go to the devil; their principal trench being made in the burying-ground, they breathe the corrupted steam of thousands of dead bodies (which the fire from the walls will not allow them to bury), accumulated on the sides of their trenches, and under the breach:

this putrid vapor the sea-breeze blows in among them 16 hours of the 24. Add to all this, their being unsheltered from the excessive heat of the day, and from the penetrating dew of the night, and you will form a notion of their situation. We have been *told* that Buonaparté was wounded in the thigh on the 12th instant; but that I do not vouch for: what I can certify is, that the poor general has lost all his popularity: the soldiers now never dance the *Carmagnol* before his tent, nor cheer him as formerly. He is entirely lost in the opinion of the mountaineers of Lebanon: since they have heard that the English have joined Jezzar, they have veered round to the "monster," and we have now on board the Tigre 2 *sheikhs* (a mohammedan and a christian), deputed by the two princes of the mountain (whose names I do not recollect) to compliment Sidney *Bey* on his triumphs, and to solicit his friendship; offering at the same time to come to *his* assistance with 10 or 1200 men, on condition that he will pledge his honor to mediate a settlement of their differences with Jezzar, and guarantee them against the oppressive hostility of the latter.

I have not time to say any more to-day; and I hope you will excuse all the *décousu* of this epistle. I have not a corner to myself since the arrival of the "men of the mountain." The secretary of a fighting Commodore has neither the leisure nor the conveniencies of your heroes upon the Bosporus:* but we have the satisfaction of resting our wearied frames with the tranquilising sense of doing our utmost in supporting the glory of our "blest isle."

Wright is still at Berouti, getting well. Bushby is, we fear, taken, off Alexandria. Knight unwell from the fatigues of the service on shore. Colonel Douglas is also indisposed: we nevertheless carry on the war famously.

Adieu! my dear Sir! I hope soon to be able to give you some important news. Your's,

J. S. Smythe, Esq. J. K.

On the part of the French, to mount the breach at Acre was now become an object to which all other objects were to give way, and accordingly General Kleber's division was ordered from the fords of the river Jordan, having been successfully opposed to the army of Damascus, to take its turn in a task which had already occasioned the loss of the bravest of the French troops, and above two-thirds of the officers. But on the arrival of this division it found other employment.

In a sally made by the Turkish Chiftlik regiment, it had shewn a want of firmness, and was, in consequence, censured. Soliman Aga, the lieutenant-colonel of the regiment, having received orders from Sir Sidney Smith to obtain possession of the enemy's third parallel, availed himself of this opportunity to retrieve the lost honor of the regiment, and the next night carried his orders into execution with such ardor and resolution, as completely effected his own purpose, and that of the public cause, so far as they went. The third parallel was gained; but in an attempt to do more, by an attack on the second trench, they lost some standards—yet before they retreated, they spiked four of the enemy's guns.

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* Brigadier-general KOEHLER's "military mission."

On the arrival, therefore, of Kleber's division, its original designation to mount the breach, was changed to the business of recovering these works; which, after a furious contest of three hours, was accomplished.* The advantage was, however, still on the side of the besieged; it was, in fact, decisive; for it so damped the ardor of the French troops, that they could not be again brought to the breach.

We think the merits of the siege of Acre have never been described in more appropriate language, than in the following (private) letter from a late Major (by brevet) of the Royal Artillery,† to a friend at Constantinople:—

DEAR SIR, *Tigre, at anchor off Acre, 7th June,* 1799.

You will rejoice with us when you hear, that Sir Sidney Smith's bravery and judgment have foiled the conqueror of Italy in such a defense as I am sure this war can produce nothing equal to: and I do not remember to have read any thing like it.

This place is situated upon a rectangular point of land; two sides close to the water's edge; the other two terminating and meeting in a square tower toward the main land. There is no flanking fire from the place: the wall is not any where proof against a three-pound shot: the ditch does not go quite round it: the gates are worse than good barn doors in England: the approach to the place is completely covered by ruins, by an aqueduct, and by hollow places, so close up to the wall, that the enemy began to break ground within 400 yards of the place. They battered a breach practicable for at least 50 men a-breast; and then assaulted twelve times, and were as often beaten back: and when the *çi-devant* conqueror could not get his soldiers to attack any more, he made a precipitate retreat, leaving his cannon and wounded.

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* The French account is thus stated by Buonaparté:—"The garrison, in a sort of desperation, made a general sortie on the 27th Floreal (May 16). The general of brigade, Verdier, was in the trenches, and the action lasted for three hours. The remainder of the troops arrived a week before from Constantinople, and who were exercised after the European manner, advanced against our trenches in close columns. We withdrew our men from the posts which we occupied on the ramparts; and by that means the batteries, on which were our field-pieces, could fire with grape-shot on the enemy at the distance of only eighty toises. More than half of them fell, in consequence, on the field of battle. Our troops then beat the charge in the trenches, and pursued the remainder, the bayonet in their reins, into the very place. We took, on this occasion, eighteen stand of colors."

† Attached to Brigadier-general KOEHLER's staff, as brigade-major.

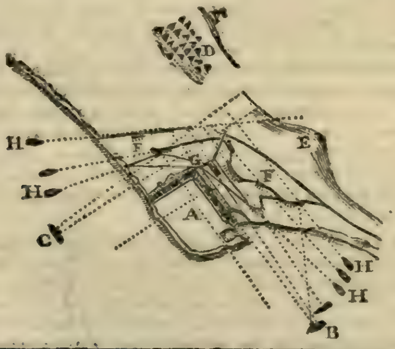
You will have more detailed and correct accounts of this siege than I can give, having (unfortunately for me) not arrived here till it was just over.

Colonel Douglas behaved in a gallant way: he made a *sortie* with 24 men, and destroyed a mine under the fire of all the enemy's trenches; in which Lieutenant Wright was badly wounded. Sir Sidney says, the defense was made by "rule of thumb:" Buonaparté was determined to get in, and he was determined not to let him. I am persuaded that most general officers would have declined defending Acre, with 5000 good troops.

What to do, I am at a great loss; my orders from our general, limiting my duty, are positive; and here an unforeseen care has happened: I am to give my aid to place the guns; and to give my advice (*until* an engineer arrive) as to the best method of fortifying the place. But Jezzar Pasha talks of following the army; and says the letter from the *Porte* places me with him, and he cannot part with me: besides, I really have not the means of returning, being nearly an hundred pounds out of pocket by the service. I must, therefore, attend Jezzar across the desert, in positive disobedience of orders.* I shall be much obliged to you, if by the "*rule of thumb*," you can get me an official permission to annoy the enemy; which will prevent this matter *hanging* † me.

Robert Fead.

P.S. I enclose a sketch of the attack and defense: wherein A. represents the town; B. *Le Tigre*, 80, Commodore Sir Sidney Smith; C. Theseus, 74, Captain R. W. Miller; D. General Buonaparté's camp; E. Richard *Cœur-de-Lion's* Mount; F. French trenches; G. the breach; H. flotilla.



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* Orders certainly more honored in the breach than the observance.—(Hydr. 𝔑. ℭ.)

† Hanging.—The writer of this letter (now unhappily no more) proceeded to the coast of Syria, under the following very precise orders from the head of the mission unto which he was attached: *viz.*—"As soon as the service upon which you are sent is performed; or in case of the town of Acre being in possession of the enemy; you are to return as soon as possible, unless you receive orders to the contrary from me."

We already have had occasion to notice the humane and magnanimous conduct of the English officers, civil and military, in the Levant, towards French prisoners, and particularly manifested in the deliverance and restoration of Buonaparté's courier, Ragé (see page 205). The ungrateful and discourteous return made by the Corsican * to the English Commodore, is specifically described, even unto demonstration, in the subsequent extract of a letter from our accurate historical conductor through this memorable campaign, Mr. Keith; by the insertion of which we shall wind up our narrative of the siege of Acre:—

MY DEAR SIR, *Tigre, in Acre Road*, 8 *June*, 1799.

I have the satisfaction to inform you, that the French army has at last been compelled to raise the siege, on the $\frac{19}{20}$ of May, after 63 days permanent battle, variegated only by eleven desperate assaults to carry this place by storm; in which they were as often repulsed, with the loss of the flower of their men. Buonaparté, finding himself thus defeated in every attempt, became at last so enraged against us, as to publish the most infamous falsehood about our gallant Commodore; and for fear that any of his men should find means of escape to return to France (which they all so much long for), he gave orders that no flags of truce from us should be suffered to come within gun-shot of the shore. The libel I allude to is contained in the following translations:—

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* When Buonaparte embarked in the Undaunted's boat at St. Raphael, to go on board that frigate for a conveyance to Elba, he asked Captain Usher who the lieutenant was in charge of the boat? Captain U. informed the inquisitive *ex*-emperor that it was Mr. George Sidney Smythe, a nephew of Admiral Sir Sidney Smith! Napoleon muttered "Sidney Smith," two or three times to himself, asked where that Admiral was, and then held his tongue all the way off to the ship. Afterwards, on board, the only time he ever spoke to Lieutenant S. he said: he cared very little for Sidney at Acré, as he fired very badly. The young lieutenant, who had learnt French pretty well, by seven years confinement at Verdun, after his capture with Captain Wright, answered bluntly, that his uncle said the same of him. The Biographer can vouch for this anecdote being as authentic as it is remarkable.

Conversing one day on board the Northumberland, about the siege of St. Jean d'Acré, Buonaparte observed—"That when Sir S. Smith was there, he distributed several Proclamations among the French troops, which made them *waver a little*." In order to obviate this, he published an Order, in which he asserted "that the English Commodore was *mad*," and it concluded with prohibiting all communication with him.—This, he added, "had the desired effect, and so enraged Sir Sidney, that he sent him a challenge to single combat, which was declined," and Napoleon returning at the same time for answer, that "when he brought the Duke of Marlborough to meet him, he would accept it." He stated most positively, "that he *would then* have taken Acré, IF THE ENGLISH HAD NOT TAKEN HIS BATTERING TRAIN," and added, in English and French, "had it not been for you English, I would have been Emperor of the East; but wherever a ship could get, I was always sure to find some of the English to oppose me."

ORIENTAL ARMY.

Khaiffa, 17 *Floréal, VII.* / 6 *May*, 1799.

The Commandant of the French Troops at Khaiffa, to Mr. SIDNEY SMITH, *General commanding the Naval Forces of H.B.M. in the Levant Seas.*

MR. GENERAL,

An order of the general of the army, Buonaparté, dated 28th *Germinal,* prohibits me expressly from corresponding with your flags of truce, or letting them approach within musket-shot of the coast. The general in chief moreover orders me to forward a copy of the same to you: you will find it subjoined. I am, with consideration, &c.

F. Lambert.

ORIENTAL ARMY.

Camp before Acré,
28 *Germinal: year VII. of the Republic.*

The Adjutant-general, BOYER, (*representing the General-in-Chief of the Staff of the Army*)* *to the Squadron-Chief,* LAMBERT, *Commandant at Khaiffa:*

CITIZEN COMMANDANT,

Annexed I remit unto you an order of the general-in-chief, which you will please to cause to be executed punctually; *viz.*—"*The commandant of the English squadron cruising before Acré, having had the barbarity to cause to be embarked on board a ship or vessel at Constantinople, French prisoners, under the pretext of sending them back to Toulon, but solely to get rid of them by the way; besides, this man being a sort of madman,*† *you will make known to our commandant of the coast, that my intention is, that no communication be holden with the same: In consequence, flags of truce shall be sent back before they arrive within musket-shot of the shore. I order equally that conformably to the present dispositions of the above order* [arrêté] *in case an English flag should present itself, there be delivered thereunto a copy of the order; which is not to be acted upon except relatively to the* present commander *on the station.*

Buonaparte

A copy in conformity,

Boyer,
Adjutant-general.

Certified true and conformable to the original,

F. Lambert.

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* BERTHIER, afterwards Prince of Wagram, and Neuchatel; since dead.

† "*Une espece de fou.*" (original.)

The moment this *grande mesure* was discovered by us, we soon converted it into *la précaution inutile*: for we not only communicated with the soldiers in the trenches, but we sent bundles of the proclamations by the Porte, printed in French, into the camp; nay, one even placed with a stone on each corner before Buonaparté's own tent; and, to put him entirely out of humor, Sir Sidney at last addressed one to him, desiring him at the same time to quit the Othman territory, offering him and his companions a passage home. The loss of all his fine grenadiers, his foot guides, his best generals and officers killed and wounded, discontent making daily alarming progress among those that remained (since his soldiers called him "mountebank, ink-stand general,"&c.); the intolerable stench emitted from upwards of a thousand dead bodies in and about the trenches (which Jezzar would never allow them to bury, because he said the usual direction of the winds made the chance like 3 to 1 against them); this I say having brought on an epidemy which carried off from 20 to 30 *per* day; moreover, the Drusians and other mountaineers having withdrawn all sorts of supplies from them (thanks to the policy of the "madman") since the beginning of May, that the princes of the mountain sent their embassy to Sir Sidney, pledging themselves at *his* disposal, and abandoning the French; the invincible hero was under the dire necessity of putting himself upon a camel's back, and thereon (monkey-like) return from whence he came, leaving Kleber to rule the rabble. He was treated with vollies of invectives from the soldiery wherever he passed. * *

* * * * * * *

We have our old friend Bromley,* and his travelling companion, Major Fead, of the artillery, arrived from your place. The latter seems to be a fine hearty fellow; and he is already looked upon as a *Tigre*, by all hands.

Your's, faithfully,

John S. Smythe, Esq. J. K.

The general character of Buonaparté's conduct during the siege of Acre by the French army, and on its retreat, is thus stated by Sir Sidney Smith officially :—

After this failure, the French grenadiers absolutely refused to mount the breach any more over the putrid bodies of their unburied companions, sacrificed in former attacks by Buonaparté's impatience and precipitation, which led him to commit such palpable errors as even seamen could take advantage of. He seemed to have no principle of action but that of pressing forward, and seemed to stick at nothing to obtain the object of his ambition, although it must be evident to every body else, that even if he succeeded to take the town, the fire of the shipping must drive him out of it again in a short time; however, the knowledge the garrison had of the inhuman massacre at Iaffa, rendered them desperate in their personal defense. Two attempts to assassinate me in the town having failed, recourse was had to a most flagrant breach of every law of honor, and of war. A flag of truce was sent into the town, by the hand of an Arab Dervish, with a letter to the Pasha, proposing a cessation of arms, for the purpose of burying the dead bodies, the stench from which became intolerable, and threatened the existence of every one of us on both sides, many having died delirious within a few hours after being seized with the first symptoms of infection. It was natural that we should gladly listen to this proposition, and that we should consequently be off our guard during the conference. While the answer was under consideration, a volley of shot and shells on a sudden announced an assault, which, however, the garrison was ready to receive, and the assailants only contributed to increase the number of the dead bodies in question, to the eternal disgrace of the general, who thus disloyally sacrificed them. I saved the life of the Arab from the effect of the indignation of the Turks, and took him off to the Tigre with me, from whence I sent him back to the general, with a message, which made the army ashamed of having been exposed to such a merited reproof. Subordination was now at an end, and all hopes of success having vanished, the enemy had no alternative left but a precipitate retreat, which was put in execution in the night between the 20th and 21st instant. I had above said, that the battering train of artillery (except the carriages, which were burnt) is now in our hands, amounting to twenty-three pieces.* The howitzers and medium 12-pounders, originally conveyed by land with much difficulty, and successfully employed to make the first breach, were embarked in the country vessels at Iaffa, to be conveyed coastwise, together with the worst among the 2,000 wounded, which embarrassed the march of the army. This operation was to be expected. I took care, therefore, to be between Iaffa and Damietta, before the French army could get as far as the former place. The vessels being hurried to sea without seamen to navigate them, and the wounded being in want of every necessary, even water and provisions, they steered strait to his Majesty's ships, in full confidence of receiving the succours of humanity, in which they were not disappointed. I have sent them on to Damietta, where they will receive such farther aid as their situation requires, and which it was out of my power to give to so many. Their expressions of gratitude to us were mingled with execrations on the name of their general, who had, as they said, thus exposed them to peril, rather than fairly and honorably renew the intercourse with the English, which he had broken off by a false and malicious assertion, that I had intentionally exposed the former prisoners to the infection of the plague. To the honor of the French army be it said, this assertion was not believed by them, and it thus recoiled on its author. The intention of it was evidently to do away the effect which the Proclamation of the Porte began to make on the soldiers, whose eager hands were held above the parapet of their works to receive them when thrown from the breach. He cannot plead misinformation as his excuse, his aid-de-camp, M. Lallemand having had free intercourse with these prisoners on board the Tigre, when he came to treat about them; and having been ordered, though too late, not to repeat their expressions of contentment at the prospect of going home. It was evident on both sides, that when a general had recourse to such a shallow, and, at the same time, to such a mean artifice as a malicious falsehood, all better resources were at an end, and the defection in his army was consequently increased to the highest pitch.

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* BROMLEY :—the *nom de guerre* of the *Chevalier* DE TROMELIN, the "JOHN BROMLEY" of the Tower of the Temple. See pages 12, 14.

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* BERTHIER says:—"The whole of the siege artillery was now removed. It was replaced in the batteries by some field-pieces. What was useless was thrown into the sea."

The utmost disorder has been manifested in the retreat, and the whole track between Acre and Gaza is strewed with the dead bodies of those who have sunk under fatigue, or the effect of slight wounds; such as could walk, unfortunately for them, not having been embarked. The rowing gun-boats annoyed the van column of the retreating army in its march along the beach, and the Arabs harassed its rear when it turned inland to avoid their fire. We observed the smoke of musketry behind the sand-hills from the attack of a tribe of them, which came down to our boats, and touched our flag with every mark of union and respect. Ismael Pasha, Governor of Jerusalem, to whom notice was sent of Buonaparté's preparation for retreat, having entered Iaffa by land at the same time that we brought our guns to bear on it by sea, a stop was put to the massacre and pillage already begun by the Naplousians. The English flag, rehoisted on the consul's house (under which the Pasha met me), serves as an asylum for all religions, and every description of the surviving inhabitants. The heaps of unburied Frenchmen lying on the bodies of those whom they massacred two months ago, afford another proof of divine justice, which has caused these murderers to perish by the infection arising from their own atrocious act. Seven poor wretches are left alive in the hospital, where they are protected, and shall be taken care of. We have had a most dangerous and painful duty in disembarking here to protect the inhabitants, but it has been effectually done; and Ismael Pasha deserves every credit for his humane exertions and cordial co-operation to that effect. Two thousand cavalry are just despatched to harass the French rear, and I am in hopes to overtake their van in time to profit by their disorder: but this will depend on the assembling of sufficient force, and on exertions of which I am not absolutely master, though I do my utmost to give the necessary impulse, and a right direction.*

(To be continued.)

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* For Parliamentary compliment and thanks to the Defenders of Acre, *vide* 𝔑. ℭ. vol. ii, p. 431.

NAUTICAL ANECDOTES AND SELECTIONS.

AFRICAN MISSION OF DISCOVERY.

CAPTAIN TUCKEY, of the royal navy, whom we recently mentioned as being associated in the new mission to Africa, for the purposes of discovery and improvement, is, we understand, appointed to the special charge, besides the general investigation of the S.W. coast of Africa, of exploring the river Congo, ascending its course, and inspecting its principal creeks and inlets, and examining the largest of its tributary streams, with the view of ascertaining whether the great river Niger, whose volume and direction are so particularly decribed by Parke, at the utmost limits of his advance into the interior of Africa, is ultimately the same with the Congo, or is discharged into the ocean by the same outlet. The eastern direction in which the Niger is stated to flow by Parke, would appear drectly at variance with this supposition of a western discharge; but as the change may be effected by a succession of rocky mountains, or other natural bars to a continuance of the direct course, and as no other outflow of the Niger can be traced, this supposition of its being the same with the Congo, or being discharged by or with it, is sufficiently natural and reasonable to invite an investigation, which, if attended with the anticipated success, will furnish the readiest channel of conveying instruction and civilization throughout the whole of Africa; and if even unattended with success in that principal point, must still, so far as it shall succeed, furnish great additional means of disseminating the contemplated improvements, religious, moral, and social, among our African brethren. This investigation is to be executed by means of steam-boats, which are now specially in course of outfit, to be sent out in Sir James Yeo's squadron.

It is expected that Sir James Yeo will sail for the coast of Africa about the close of October, having his broad pendant on board the Inconstant frigate, with a considerable number of small cruisers, to chase the trespassers in the slave trade into the small creeks and inlets. The French government being understood to have agreed to the total and immediate abolition, it is chiefly under the flag of our allies, the Portuguese and Spaniards, and indeed, we may say, among them only, who owe their preservation and existence to us, that Sir James Yeo is likely to find the objects of the vigilance and restraint which he will be commissioned to exercise. It may be asked, therefore, why some further efforts should not be made to engage the pious Ferdinand and the Prince of Brazil to imitate the example of France? Otherwise we shall soon have another dispute on the coast of Africa, like that of Nootka Sound, with this difference, that the disputed traffic will be that of human flesh, and that Great Britain will be the party restraining the traffickers. The object of the restraint is to confine the trading nations within the limits specified in the covenants of the Congress of Vienna. Sir James Yeo will, we understand, have authority and instructions to capture such as exceed those limits, and the Vice-Admiralty Court at Sierra Leone to condemn them as prizes.

NAVY *versus* THE ARMY.

THE trial of Sir George Prevost will commence immediately after the arrival in England of Major-general Robinson, whose summons to attend was sent to Quebec in July last. The following are the charges which have been preferred against Sir George by Commodore Sir James Yeo:—

1.—For having on or about the 11th of September, 1814, by holding out the expectation of a co-operation of the army under his command, induced Captain Downie, late of his Majesty's ship Confiance, to attack the American squadron on Lake Champlain, when it was highly imprudent to make such attack without the co-operation from the land forces, and for not having afforded that co-operation.

2.—For not having stormed the American work on shore at nearly the same time that the said naval action commenced, as he had given Captain Downie reason to expect.

3.—For having disregarded the signal for co-operation which had been previously agreed upon.

4.—For not having attacked the enemy on shore, either during the said naval action, or after it was ended, whereby his Majesty's naval squadron under the command of Captain Downie might have been saved.

ICHTHYOLOGY.

A WHALE, brought to Shields in the Lady Jane, from Davis' Streights, this year, filled casks which held 10,050 gallons; which, at a moderate calculation, is worth 1,500*l*.

A devil fish was lately taken by the workmen at Chepstow bridge. The head and mouth of this frightful animal were of an immense size, and what were supposed to be feet, resembled the hands of an infant, and were exceedingly soft. It had received a wound on the head, supposed accidentally, which no doubt caused it to keep near the shore, where it was found.

SHOAL OF PORPOISES.

EARLY in the morning of September 7, a large shoal of the *Cetaceous Tribe* was seen passing Cambus, upon the Forth. The villagers, headed by the fishermen, went immediately in pursuit, in boats and on the bank; and on overtaking them, near Polmarse, where they were joined by a reinforcement of adventurers, began the work of death, with boat-hooks, net-forks, pitchforks, spits, and muskets. The latter instruments, however, being found more dangerous to the assailants than the assailed, they confined themselves to their rude and murderous harpoons. To wield these with greater effect, they endeavoured to chase the fish to the edge of the water, where, if they did not despatch them, they found time to lash a boat to their fins, and in this hazardous manner continued to inflict wounds till the victim expired, which, in one or two cases, was not till he had dragged his persecutors up and down several miles. One of the largest drove in the stern of a boat with one stroke of its tail, and split and sunk it with another. The route proceeded up the river as far as Cambuskenneth Abbey, where another body of the assailants joined in the fray. Out of the 60, of which the shoal consisted, 50 were secured; the rest escaped backwards. A day or two after, about twice this number were killed near Alloa, and lower down the river numberless shoals were seen. They turned out to be common porpoises, distinguished from the Grampus by a deep snout, longer and more tapered pectoral fins. They were of very different dimensions, from eight or ten to twenty feet long. The blubber of the latter was about two inches thick, and was purchased by soap-manufacturers, at an average of about 30*s* per fish. The bodies sunk the day on which they were killed, but floated the next, when the putrid fermentation began. They evidently came on a predatory excursion, for salmon was seen leaping out of the river, or swimming in terror to the shore, and the little smelts were sometimes returned alive from their jaws, when speared by their pursuers.

CURRENTS.

A BOTTLE well corked was found cast on shore near Godcredd, on the coast of Holland, lately: it contained a paper, on which was written the following, in the German language:—"Gr. V. Huym, of Berlin; C. E. Raschke, of Elbing; Joseph Becker, of Bonn; and H. Cuper, of Amsterdam, were shipwrecked on the 4th of December, 1813, on the coast of Madagascar. They hereby bid a last adieu to their relatives and friends. May Providence be pleased to conduct this bottle to its destination.

SOUTHERN WHALE FISHERY.

AT a meeting of merchants, tradesmen, and ship-owners, held at the Exchange, Plymouth, on the 9th October, 1815, Captain Pym, of his Majesty's navy, proposed the immediate establishment of a Southern Whale Fishery, in which it would not be necessary for a vessel to proceed further than Madagascar, whence she might easily return in ten months. The outfit was comparatively inconsiderable; and he would engage to provide harpooners, and all other requisites, at the shortest notice. Nothing could exceed the profits attendant on the fishery, and he knew many instances of a common man realizing 250 guineas by a single voyage.

Mr. Slade corroborated Captain Pym's statements, adding, that to his knowledge, a captain employed in the trade described, had gained 1,800*l.* in 18 months.

Mr. Canning said that a vessel, admirably calculated for the fishery, was then fitting out in the harbour, and would be ready for sea in a few days.

The Earl of Morley apprized the meeting, that the different plans would be at the office of the Chamber in the Exchange for signatures.

Captain Grant, of his Majesty's navy, bore testimony to the correctness of Captain Pym's observations, from his own knowledge. If such a measure took place, it would confer on the port a lucrative source, of the most advantageous kind, gleaned from the bosom of the ocean.

Mr. E. Lockyer said, the practice in the fishery of sailing for shares instead of wages, could not but encourage all persons on board to exertion, while those at home partook, in their turn, of the fruits of their industry.

Captain Grant stated, that the captains thought nothing of a year's profit, unless it cleared 1,000*l.* or 1,500*l.* As they sailed along, they distributed British investments, which always produced more than enough to cover the home cargo. He conjured the meeting to lend its countenance to the measure, it being one that had never existed in the port, and such as demanded but a small capital.

RIOTOUS SEAMEN.

Extract of a Letter from Sunderland, dated October 14.

"The riotous conduct of the seamen of the ports of Newcastle and Sunderland, has been so slightly noticed in the newspapers, that the country can hardly be aware of the extent of the mischief occasioned by these misguided men. It is now many weeks since any shipping have been allowed to depart from either of these ports, with the exception of a few vessels bound to Lynn, Boston, &c. which have been permitted to sail, with printed licenses from these new *Naval Lords,* to whom the Masters were obliged to pay 10*s.* for every seaman which they had on board, and make oath that their cargoes should not be delivered at London. The business of the rioters is conducted in the most systematic manner; they are governed by Committees, and the two ports are in regular communication with each other; the most strict discipline is kept up amongst them; if any of the body absents himself from muster (which takes place twice a day), he is punished by being paraded through the principal streets of the town, having his face smeared with tar, and his jacket turned inside out; he is afterwards mounted on a platform attached to poles set up in triangles for the purpose, where he remains at the mercy of the mob. The numbers of seamen increase daily; and if some stop is not speedily put to their proceedings, the country must suffer severely; the price of coals in London, and other places dependent on these ports, will necessarily be greatly enhanced, and the revenue arising from the duty on that article fall considerably short; it is calculated that there are at present upwards of 1000 sail of shipping in the Tyne and Wear, all of which have lost one, and many of them two voyages, in consequence of this stoppage, the duties on the cargoes of which would amount to 150,000*l.* The civil power of the neighbourhood is altogether inadequate to the task of enforcing obedience to the laws; and the handful of military in the district is insufficient to overawe so large a body.—The sailors of Shields paid a visit to their fellows at Sunderland, on the 9th inst.: they paraded the streets with drums and flags, and afterwards assembled on the Town-moor, to the amount of 4000. The ship-owners of Shields have offered the men 5*l.* wages per London voyage, or 4*l.* per month on foreign voyages, and to have their ships well manned. The Sunderland ship-owners have offered them 4*l.* 4*s.* per voyage, and to man their vessels agreeable to a scale, according to burthen, which have been rejected; the seamen are determined not to give way. Sailors' wages from the port of London are, at present, 50*s.* a month."

The seamen belonging to Aberdeen and Hull, have returned to their duty, and have offered no further interruption to the trade of those ports.

NEWFOUNDLAND.

ESTIMATE of the Charge of defraying the Civil Establishment of the Island of Newfoundland, in America; from the 1st day of January to the 31st day of December, 1815—5,080*l.*

Proposed distribution of the above sum of 5,080*l.* on account of the Civil Establishment of Newfoundland, for the year 1815:—

	£.	s.	d.	£.	s.	d.
Salary of the Governor				800	0	0
—— —— Governor's Secretary				182	10	0
—— —— Chief Justice				1,000	0	0
—— —— Clerk of the Supreme Court				70	0	0
—— —— Marshal				50	0	0
—— —— Gaoler				36	0	0
—— —— Supreme Surrogate				100	0	0
—— —— Seven Surrogates, at 60*l.* per annum each				420	0	0
—— —— Judge of the Admiralty				500	0	0
—— —— Naval Officer				100	0	0
—— —— Surveyor of Lands				25	0	9
—— —— Schoolmaster				25	0	0
Allowance to the Sheriff				252	10	0
——— to John Ogden, Esq. late Chief Justice, in consideration of his long services, and of his infirm state of health				200	0	0
Allowance to a Clerk to the Secretary				60	0	0
Agent				100	0	0
To the Society for the Propagation of the Gospel, in aid of the Expenses of the Society in Newfoundland	1,000	0	0			
On account of Fees for Receipt and Audit	159	0	0			
				1,159	0	0
				5,080	0	0

Whitehall Treasury Chambers,
24th April, 1815.

(Signed) C. Arbuthnot.

PLATE CCCCXLVI.

THE Isle of Thanet is the N.E. corner of Kent; and is separated from the main-land by the river Stour, and by a rivulet called the Sarr, communicating with the Stour, and emptying itself near Reculver on the N. The valley through which the Stour now runs was anciently a wide and navigable channel, through which vessels usually passed from the Downs into the Thames. It is noticed by TACITUS, under the name of *portus Rutupensis*, and described as having two entrances; that on the S. defended by the castle of *Rutupium* (Richborough), and on the N. by *Regulbium* (Reculver). When BEDE wrote, this channel, then named *Wantsumen*, was still "three roods" broad; and in the middle of the sixteenth century, loaded vessels passed through it. At present, Richborough castle is considerably inland; the sea having formed new lands on this side of Thanet, while on the N. it constantly encroaches; and has washed away a part of Reculver castle. The shores of the island are in general composed of chalk-cliffs, in which are found *cornua ammonis*, measuring three feet in diameter.

Ramsgate (distant 2 miles from Broadstairs) is a flourishing town, of 3,000 inhabitants: its haven is formed by two piers enclosing a basin of 46 acres, with 15 feet depth at high-water neaps, so that it receives vessels of 500 tons. The piers are of Portland stone, and the eastern one, after running out in a strait line 800 feet, curves round 1200 feet, its whole length being 2,000: its breadth at top, including a parapet wall, is 26 feet; the western pier is 1,500 long; and the entrance between the two is 240 feet broad. There being no natural back-water to scour out the port, this effect is artificially imitated by sluices, which retain and discharge the tide-water: the whole being a perfect example of the formation of a factitious haven. Its total expense amounted to upwards of 600,000*l.* The conservation of the harbour is provided for by a duty of 1 penny *per* ton on all vessels between 20 and 300 tons passing Beachy-head, and 3 pence on every chaldron of coals and ton of stone imported to London. The harbour is of the most eminent utility to commerce, being so situated, that vessels driven from their anchors in the Downs by storms, can always run into it if the tide suits, and be perfectly secure. It has also a dry dock for repairing vessels that may have suffered damage. On the west pier is a light-house, in which the light is shewn when there is 10 feet water on the flood between the piers, and it is kept burning until there be the same depth on the ebb: during the day, the same is denoted by a flag. The port is protected by a battery. It is a member of Sandwich cinq-port; and has some trade, chiefly to the Baltic for naval stores. Between Ramsgate and the North Foreland are Dumpton-stairs, and Broad-stairs, sea-bathing villages, with piers for boats or small craft.

The North-foreland supposed to be the *Cantium* of Ptolemy, is the N.E. promontory of Kent, and the S.E point of the gulph of the Thames: it is formed by three points; *viz.* Long-nose or Fore-ness to N.W. Whiteness the middle to N.E. near which is Kings-gate, a bathing village on a gap in the cliffs, and East-ness to S.E. On the latter is a light house, seen 10 leagues; which, as well as that on the South-foreland, belongs to Greenwich-hospital: the toll of them is 2 pence *per* ton of national vessels, and 4 pence of aliens: between the North-foreland light and Kings-gate are two *tumuli* or barrows, thought to be the graves of the slain in a bloody battle fought here between the Danes and the Anglo-saxons. TUCKEY's *Maritime Geography* places the North-foreland in 51° 22′ N. 1° 26′ E.

The east coast of England properly commences at the foreland, and the first place west of it is Margate, a straggling town on a break in the cliffs, here termed a "sea-gate:" it is chiefly noticed as the place where the citizens of London mostly indulged in that remarkable propensity the people of England in easy circumstances have of rushing periodically into the sea; a practice which if conducive to cleanliness is not always beneficial to health, in the indiscriminate way it is done. Margate has a little pier haven, and partly supplies London with fish, particularly skate, wraiths, cod, haddock, turbot, whiting, sole, mackarel, herring, lobster, and oysters. Seven or eight passage-sloops or hoys regularly ply between this port and London between the months of June and October: the passage is from 9 to 24 hours: but since the adoption of the steam apparatus, the hoys so worked never exceed 12 or 13 hours. It is not unworthy of remark, that Margate lies so directly exposed to the N. that a vessel sailing from it on a due N ½ E course, would not strike land until she reached Greenland in latitude 75°; a distance of 1380 miles. Margate is a member of the cinq-port of Dover. This place furnished 15 ships manned by 160 mariners for the siege of Calais in the year 1346.

J. S. S.

CORRESPONDENCE.

A Synopsis of Naval Actions between the Ships of His Britannic Majesty and of the United States, during the late War. [By a British Naval Officer on the American Station.]

[Continued from page 220.]

I OMIT giving the particulars of the capture of one of our national vessels, the schooner Dominica, by a nominally American privateer, the Decatur, because the latter was commanded, and wholly manned, by *Frenchmen*. It is enough to say, that the schooner's crew, headed by their gallant captain, behaved in the noblest manner; and surrendered, at last, to nearly double their numbers. The battle raged for a full quarter of an hour on the Dominica's deck; and one little boy of her crew, not eleven years old (of which there are too many in the service), was wounded in three places. Altogether, more than three-fourths of her crew were disabled in the action.

A long period elapsed ere another battle was fought, at sea, between us and the Americans. In March or April, 1814, the Picton schooner was captured and burnt by the Constitution frigate, Captain Stewart. We hear much about American gallantry: here follows a striking instance of American caution. In the Mona passage, this fine frigate, with a crew of 550 men, fell in with La Pique, 36; but the latter "escaped by superior sailing." The fact was, La Pique lay-to, about 3 miles *to leeward* of the Constitution, for several hours, with her colours hoisted, and fired a gun. The American, at first, bore up, as if to engage, then hauled his wind, and stood on, till he was out of sight. La Pique's men (about 300 in number, and as fine a crew as I ever saw) were anxious to engage; but the captain's orders restricted him from seeking (yet not to decline) an engagement with so superior a ship, even had he been in a position to gratify his own, and ship's company's wishes. On returning from her cruise, the Constitution was chased into port, by the Tenedos and Junon, 38-gun frigates; compelled to start water and provisions, and throw overboard most of the plunder she had taken.

On the 29th of April, 1814, the unfortunate Epervier met, and was captured by one of their new sloops, named the Peacock. The Epervier, when she left the port of Halifax, in the March preceding, had, decidedly, the worst crew of any ship on the station. They were principally invalids from the hospital, her former crew having been nearly all drafted into other ships, while she was undergoing considerable repair. With a crew of such quality, she victualled only 94 on leaving Halifax; and had, in the action with the Peacock, 98, or thereabouts.

The Peacock (a sister-vessel to the Florida, now in our service) was a far superior vessel, in every respect, to her opponent. Her crew were, as usual, picked men and volunteers; and her commander, and officers, generally, enterprising and skilful. The relative force of the two vessels, as given below, may be relied upon:—

EPERVIER, brig, rating 18 guns, mounting the same.	PEACOCK, ship, rating 18, mounting 22* guns.
Broadside.	Broadside.
8 32lb. carronades—256lbs.	10 32lb. carronades—320lbs.
9 1lb. long gun 9lbs.	1 18lb. long gun 18lbs.
———265lbs.	———338lbs.
Crew, including 15 boys, and passengers, 103.	Men, of the usual quality—175.
Measurement, 380 tons.	Measurement, (above) English, 550 tons.

Superiority on the American Side.

In weight of metal, as seven to four.
In number of men, ditto.
In size of vessel, as seven to five.

The worst part of the business is, that the enemy acknowledges only two men slightly wounded, and his fore-yard "grazed," by the Epervier's shot!—The action is stated to have lasted about forty-five minutes; and our loss in killed and wounded to have been 23, Among the latter, was the first lieutenant, having received three very desperate wounds; in one of which he lost his arm. But of so many thousand seamen in the service, it would be too much to expect the shabbiest among them to perform as well as the best. It is not always that we treat our enemy in this way; as we hope to prove, again and again, when that *cautious* enemy will afford us opportunities.

The next, in order of date, though not an action, was a *bloodless* surrender, on the part of the Americans;—a thing scarcely heard of among

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* Some accounts say 24 guns, having 4 instead of 2 long 18-pounders.

British seamen. Some time in May, the American ship Frolic, of 22 guns, and 171 men (commanded by a brother of the Commodore, Bainbridge, who, in the Constitution, captured the Java), fell in with the Orpheus frigate, and Shelburne schooner; and struck to the former, after an ineffectual attempt to get away (in which she threw overboard eleven of her guns), without firing a shot. From her very superior sailing, there is no doubt, had she risked one broadside from the frigate, she might have escaped.

When the terms *frigate* and *sloop-of-war* appear in contrast, an idea is instantly conveyed to the mind, of two ships of immense inequality of force. But so far from that being invariably the case, we could prove, if requisite, that one of the new American sloops of war (like the Peacock, and her sister-ships) throws a heavier broadside than a British twelve-pounder 32-gun frigate. What inequality may exist between two ships of different nations, similarly designated, we have already too fatally experienced. The difference of actual force between the Orpheus, 36, and schooner in company, and the Frolick American ship, was not greater than existed in many of our actions with the Americans, wherein we bled, and fought, for hours. We do not deny, that resistance by the Frolic would have been rashness: but that rashness has preserved to the British navy many a valuable ship: and God forbid it should ever find a substitute in American *discretion.*

What prevented Captain Bainbridge (coming of so fighting a family, too) from displaying a portion of that admirable gunnery, that made wrecks of so many of our vessels, ere he resorted to the humiliating alternative of lowering, without a struggle, his "bit of striped bunting?" Hundreds of instances could we produce to him, where British ships, and French ships, by skilful manœuvring, have first disabled, and then escaped from, enemy's ships, of far greater superiority than existed between the American Frolic, and her fortunate captors.

[To be continued.]

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MR. EDITOR, *London, 20th October,* 1815.

I TRANSMIT for the information of such of your readers as may have been nominated "COMPANIONS of the most Honorable Military Order of the Bath," a circular letter issued from the College of Arms, by which they will see the amount of the fees to be paid on attaining their new honor. A very handsome gold enameled medal is to be given to each Companion, at the expense of government, worth between 30 and 40 guineas.

J. G.

His Royal Highness the Prince Regent having been pleased, in the name and on the behalf of his Majesty, to nominate you a COMPANION of the Most Honorable Military Order of the Bath, it becomes my duty to transmit the enclosed paper, which I have to request you will fill up with a statement of your military services, agreeably to the regulations announced in the Gazette of the 4th of January last, and that you will address the same to me, under cover, to the Secretary of the Admiralty, London.

I beg leave to annex, for your information, a statement of the fees to be paid to me, as Officer of Arms attendant upon the Order, agreeably to the rules and ordinances appertaining to the Companions.

I have the honour to be,

Your most obedient humble Servant,

George Nayler,

Genealogist of the Bath, and Officer of Arms attendant upon the Knights-Commanders and Companions.

	£.	s.	d.
For the escocheon or plate of your name and style to be affixed in Westminster Abbey	3	0	0
For recording the statement of your military services in the books appropriated to the Companions	2	16	8
For a copy of the Rules and Ordinances	1	1	0
	6	17	8

* * *

MR. EDITOR, *10th Sept.* 1815.

THE late reduction of our naval establishment has thrown such multitudes of both officers and men out of employ, as to make their future disposal a subject of very considerable importance to the government, as well as to the public. It is to be hoped that, although at this moment our trade is not so flourishing as might be expected on the return of peace, yet a very short time will restore it to its wonted and unrivalled greatness, and that in the merchant service almost all our native seamen, as well as some officers, may find employment, although, no doubt, at reduced wages; this, however, they had to expect; for, considering the very reduced freights, it is impossible that seamen's wages can continue so high as they even now are. The greatest hardship certainly attaches to the midshipmen, many of whom must betake themselves to other employment. But I am glad to observe that several very judicious regulations have lately been made by the Board of Admiralty, *relative to them ;* although I greatly fear, from reading the well-written letter of " A Friend to Naval Honour," inserted in your last Number, that much more yet remains to be done for them; more particularly for old and long-passed master's mates. An order has, indeed, been issued to receive them into flag ships until they can be distributed and employed; this was doing *something*, but I think very little for them, whilst many young men of interest and connexion had been promoted over their heads. The writer before alluded to has so judiciously pointed out the *defects and deformities* of this part of the system, as well as the remedies necessary to be applied; that I cannot add any thing new to his observations; but it has occurred to me that one very desirable improvement is, the establishment (now that peace gives them little to do afloat) of marine academies at Plymouth and Sheerness, or their vicinity, as well as at Portsmouth; where the midshipmen and mates might be allowed to pass *two* of the *six* years appointed for them to serve before they obtain commissions; and, as many might be unable to defray the expences of such seminaries, they ought to be kept up at the public expence, and admission given (free of all charges) *only* to young men whose fathers or near relatives had fallen in the service of their country, and whose means were known to be inadequate to defray them.

During a war of twenty-two years, many abuses must have crept into the service; many have been lately remedied, and the time of peace is the season fittest to do away and eradicate those noxious weeds which yet remain; and whilst we take care in future to be choice in the selection of naval *eleves*, let justice and generosity, as far as possible, mark the conduct of the A——y Board, to those who have *already* chosen that profession (may honour ever be its leading star). In a former letter I suggested that a retired list *from all ranks* ought to be formed as soon as possible; and if the number of un-*made mates* is *still* great, let them be promoted in their turn, and no more *juniors* put over their heads. In the mean time, some additional pay ought to compensate their long services—does ten or twelve years constant employment entitle them to no additional rank or emolument? By doing something of this kind, and strictly enforcing the regulation so lately made, prohibiting captains filling their own quarter-decks with young men, those only *who have served* would, for some time, be wanted, and the constant increase of young officers prevented, until those already in the service had been provided for. The proper education of naval officers is of the utmost importance to the country, and in time of peace, the B. of A——— will certainly attend very particularly to this great national object; it is notorious that at present there are very many of them deficient in the qualifications of gentlemen, and possessing only the roughness of their native element: the well-educated naval officer is an ornament to his country as well as to his profession.

Alfred.

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MR. EDITOR, *Newbury, 3d October*, 1815.

I HAVE sent you a drawing of a Grecian vessel, becalmed, to insert (if you should think it worth it) in the N. C.: the drawing was taken in Italy, in 1810, and the one sent is a copy of it.[*]

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[*] This shall appear on some future occasion.

I wish to know if any of your numerous Correspondents could, through the medium of the N.C. give me a correct list of the national ships of war belonging to the United States.[*]

If the Hydrographer should be in want of a motto for his Robinson Crusoe, he will find one in VIRGIL *Æn.* v. 37.

"*Horridus in jaculis et pelle Libystidis ursæ.*"[†]

G. T. T.

* * *

MR. EDITOR,

HAVING inserted at p. 221 of this volume, a most satisfactory legal opinion, on the proceedings of the court martial held on Captain Philip Browne, late of H. M. Ship Hermes, which no doubt has excited much surprise why the re-instatement of that officer, should, under such circumstances have been so long delayed, I consider it will be still more satisfactory to lay before your readers, a copy of the memorial presented by Captain Browne to his Royal Highness the Prince Regent in council, which when submitted to the admiralty for their lordships approval, occasioned the crown lawyers opinion; it is to be observed, that this memorial contains not only the heads of the charges, but the whole substance of the minutes of the proceedings. It will be seen by this memorial, as well as by the accompanying letter from the navy office, relative to the charge of a false muster, with the certificate of pilotage, what grounds there were for *presuming* that these charges were in *part proved* or for *asserting*, as was most erroneously done,[‡] that the finding a false muster in part proved, was a misconception of the court martial; it will also be seen by this memorial, the services Captain Browne has rendered his country, with those of his late father Captain Philip Browne; for on refering to the official report of the late General Prevost, who commanded at the siege of Savannah in Georgia, it is stated: "that owing to the zeal, vigilance, and exertion of Captain Philip Browne, of H.M. Ship Rose, first by sinking his ship on the Bar of Tybee River, to prevent the enemy's fleet under the Count d' Estaing crossing it, to co-operate with the land forces, (which he effectually did;) and secondly, by manning the batteries of the right wing of the place with his officers and crew, he principally compelled the enemy to raise the siege." The present Captain Philip Browne, has also lost two brothers in the service, one in the army, and the other in the navy. Yet under all these circumstances, the court martial neither did him (or their profession), the justice to distinguish the charges, or recommend an officer of such long and meritorious service to the consideration of the admiralty; although this has been repeatedly done, even to those who have been found guilty of every charge of which they were accused (*not excepting tyranny and oppression*), and who have been not only restored, but employed within a few months after their dismissal.

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[*] We refer our obliging Correspondent to Vol. xxxii, page 128, of our Chronicle, where he will find a list, officially warranted.

[†] "Meantime ACESTES, from a lofty stand,
Beheld the fleet descending on the land;
And, not unmindful of his ancient race,
Down from the cliff he ran with eager pace,
And held the hero in a strict embrace.
Of a rough lybian bear the spoils he wore;
And either hand a pointed jav'lin bore.
His Mother was a dame of Dardan blood;
His sire CRINISUS, a Sicilian flood.
He welcomes his returning friends ashore,
With plenteous country cates, and homely store."

DRYDEN.

[‡] *Vide* Lord Melville's speech in the House of Lords.

TO THE RIGHT HONOURABLE THE LORDS COMMISSIONERS OF THE ADMIRALTY.

The Memorial of PHILIP BROWNE, *Esq. late a Post Captain in His Majesty's Navy, and Captain of His Majesty's Ship Hermes,*

HUMBLY SHEWETH TO YOUR LORDSHIPS,

THAT your Memorialist is the son of Captain Philip Browne, who lost his life at the siege of Savannah, when captain of his Majesty's Ship Rose.

Your Memorialist's two brothers, one in the army, the other in the navy, also died in their country's service.

Your Memorialist has been a commissioned officer in the navy for 22 years, during which he has served in every climate of the globe, almost without intermission.

He has been constantly in the command of some of his Majesty's ships for the last 13 years, and by his exertions captured the 9 ships and vessels of war named in the margin; re-captured 20 merchantmen, seized and condemned 18 smugglers, and 22 prizes from the enemy of considerable value, *all* of the last droits of admiralty, to the great benefit of the crown. And your Memorialist has performed many other valuable services, *especially in the Flushing expedition*,[†] which he humbly trusts have not escaped your lordships attention.

Your Memorialist now represents to your lordships, that after 28 years of unremitted attention and severe service, and after receiving the honorable reward of his exertions by promotion to the high rank he lately held, he has been tried by a court martial on the 30th of March last, by the sentence of which he has been dismissed his Majesty's service.

But your Memorialist, though he severely feels the misfortune of having

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[*] La Lionnaise, 6 guns; Le Bohemienne, 14; L' Elize, 14; Admiral Martin, 16; Le Amere, 14; Le Lizard, 14; Hirondelle, 14; Saratu, 18; La Mouche, 14—124 guns.

[†] See gazette account of the siege, as reported by Admiral Sir George Cockburn, 𝔑. 𝔆. Vol. xxii. page 160.

his professional career thus unexpectedly cut off, and still more severely the heavy affliction which has visited his family and friends at the stigma attempted to be cast upon his character, has nevertheless this great satisfaction in appealing to the justice and clemency of your Honorable Board, against the hardship of his sentence, that it is neither necessary for him to rely on his own and his father's most meritorious services, nor on the distress of himself and his family, to induce your lordships to re-consider his case, but rather on the upright conduct on which he has in this instance, as through his life depended for his justification, and on a simple authentic detail of the facts alleged against him, the whole of which he will shew *were not* before the court martial, and in so far as they appeared in evidence, he may venture to add, the court was precipitated into an erroneous conclusion, unjustifiable by precedent in the usage of the service.

That the facts of the case were not fairly before the court martial is most evident, from the circumstances well known to the commander in chief at Plymouth, and every member of the court, that your Memorialist was utterly incapable of making any sufficient defence to the charges, not only from severe indisposition of body, and mind, but from his being in *perfect ignorance of the existence of such an accusation* till 48 hours before he was a prisoner in court. The charges were *not transmitted through him, nor intimated to him as is customary.* He had no time to summon many witnesses whom he might have called for his justification, or to consult any friends or advisers as to his defence. But through an excess of reliance on his own innocence, disdained to delay the investigation a single hour; and thus he suffered heavy charges to pass under trial, without taking the means of repelling them, which common prudence rendered necessary.

Your Memorialist laments that the members of the court martial, who well knew the trying circumstances under which he was placed, did not consider it their duty to stand up for strict justice to the accused, so ill able to do justice to himself, much more he laments to represent to your lordships, that though *seven different* charges were alleged against him, by *no means* connected with each other, and though most of them were as your Memorialist will positively shew, proved to be false by the prosecutor's witnesses themselves, and some of them, even the prosecutor was ashamed to follow up; yet that court martial did not do him the common justice, which the regularity of every judicial proceeding requires, to state in their sentence, *which* of the charges they deemed to be proved *in whole, or in part*, and which of them they proved to be *false, frivolous, and malicious.* But they passed the vague and irrational conclusion, that the charges *were in part proved,* and on this conclusion pronounced the severest punishment in their power to inflict, even had the whole accusation been proved to the *fullest extent* and in the most aggravated degree.

Against such a sentence, it is the duty of your Memorialist as an officer and a man, to remonstrate most earnestly; and he implores your lordships as having in your hands the administration of equity and justice, as well as the application of martial law, to listen patiently to the appeal which he now humbly lays before you, regretting that the extreme importance of the subject to him, should render it indispensable to trespass on your time at such great length. Your lordships will be unable to discover the cause of the *virulent malice*, which so obviously pervades the whole charges, without a short explanation of the motives and character of the prosecutor. Lieutenant Charles Letch first lieutenant of the Hermes, had sailed several years with your Memorialist, and had enjoyed his confidence in a very great degree; Lieutenant Kent the second lieutenant, had also been two years in the Hermes, both had lived in the utmost harmony with your Memorialist until a few weeks before the arrival of the Hermes, when these officers, especially the first, *presuming* on the long friendship and protection with which your Memorialist had distinguished them, fell into such relaxation of discipline, and into such *habits of oppression* towards the inferior officers, as made it absolutely necessary at last (however painful) for your Memorialist to interfere, which they resented by the many instances of faction, animosity, quarreling, and disrespect, which are fully detailed in the recent court martial on Lieutenant Letch, and in many other papers before your lordships to which your Memorialist refers; and if further evidence be necessary, that the charges originated in *private pique and malice*, and by no means for the good of the service, it would be found in *this consideration* that the facts alluded to in the first and second charges, had occurred 12 and 6 months respectively before the lieutenants ever thought of making them the subject of prosecution, although it is proved in the minutes that there were *several opportunities* at Rio de Janeiro of bringing your Memorialist to trial, where witnesses and parties were on the spot, of whose evidence your Memorialist was unfortunately deprived: * your Memorialist now humbly entreats your lordships attention to the charges, and to his observation on the subject matter of each, without adverting to the *declamatory and virulent language* in which the prosecutor has dressed them up, to excite the greatest prejudice against him.

The First Charge is in substance,—"That on the 25th of April, 1813, in sight of Madeira, your Memorialist sent for the master of the merchant brig Recompense, on board the Hermes, and in the presence of the officers and ship's company abused him and challenged him to fight, and took off his coat and squared at him in an attitude, and aimed or made a blow at him, and the master then lying down on the deck of his own accord, that your Memorialist ordered some marines to take off his coat, and oblige him to stand up, which attempt the master resisting, the marines tore his coat, and that your Memorialist then challenged him to go on shore to fight at Madeira, by which conduct your Memorialist was alleged to have violated the 23d and 33d articles of war."

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* It is remarkable that it should have escaped the members of the court, to enquire why this first charge was brought forward one year after the occurrence, when by the evidence in the minutes, it appears that there were *three* favorable opportunities *at least* to have made it known to the commander-in-chief; these opportunities not being resorted to, is a very strong indication of a neglect of duty on the part of Lieutenant Letch, and of the *ultimate malice* of the charge. Such are the benign sentiments of his Majesty, that adverting to what had appeared at the military trials of Capt. John Cameron, and Capt. J. Roy, in March 1798, on several charges, "His Majesty expressed his extreme disapprobation of keeping charges (having an opportunity to prefer them) until they should have accumulated, and then bringing them before a court martial *collectively*, whereas every charge should be preferred *at the time the facts on which it turns are recent*; or, *if knowingly passed over*, ought neither in candor or justice to be in future brought in question."

The 23d article of war recites, that if any person in the fleet shall quarrel or fight with any other person in the fleet, or use reproachful or provoking speeches or gestures tending to make any quarrel or disturbance, he shall upon being convicted thereof, suffer such punishment, &c. &c. &c.

The 33d article of war alleged to be violated recites, "That if any flag officer, captain or commander, or lieutenant belonging to the fleet, shall be convicted of behaving in a scandalous, infamous, cruel, or oppressive manner, unbecoming the character of an officer, he shall be dismissed his Majesty's service."

Such are the crimes of which your Memorialist is accused, and such is the law which he is stated to have infringed. The simple facts of the case in as far as they are in evidence before your lordships on the minutes, are these:—

On the 3d of April (three weeks before the time of the transaction), your Memorialist, proceeding from Cork, in his Majesty's ship the Hermes, with a convoy, happened to encounter the brig Recompense (not of the convoy), the master of which, by the most wilful mismanagement of his ship, ran foul of one of the convoy, which he also forced on board of his Majesty's ship, which was in imminent danger of being lost thereby. It is sworn, that the master could have prevented the accident of entangling the ships if he chose, but that the Hermes could not positively avoid them. That your Memorialist, in the alarm which he felt for the safety of his ship, called vehemently to the master of the brig Recompense to let go his anchor, and warned him against the lubberly mode in which he was proceeding. That the master not only refused to desist from his misconduct, but actually forced the other vessel foul of the Hermes; and in reply to your Memorialist's desire to let go his anchor, it is sworn, even by the prosecutor's own evidence, that the said master, without any provocation, in presence of all the officers and crew of the Hermes, called him a *damned white-faced rascal*, and that if he had him on shore *he would thrash him*; at this time, from the dangerous situation of the Hermes, and the *urgent* necessity of putting his orders in execution, your Memorialist had no possibility of communication with the ship-master. That three weeks after this outrage, when in sight of the island of Madeira, the same vessel came close to the Hermes, and Lieutenant Kent pointed the master out as the aggressor, *and offered** to bring him on board the Hermes with his papers for examination; to which your Memorialist consented. That the master on coming on board, behaved even then with great insolence and effrontery; and that your Memorialist, excessively irritated by his demeanor, and by the *insolent threat of personal chastisement*, by which the ship-master had so recently outraged his feelings, asked him, what he meant by such abuse, and if he could now make good his threat, and face him as a man, and that he, the Memorialist, would take no advantage, although in his own ship—and then threw off his coat for the purpose; that the ship-master, to avoid fighting, lay down on the deck of his own accord; and your Memorialist declaring he would not strike him when down, ordered some marines who stood by to raise him up: but his clothes *were not tore*, he received *no abuse* except being called a damned Irishman, nor was the *smallest violence* offered to him, neither did the Memorialist *ever attempt to strike him.* That your Memorialist then asked the master if he would meet him on shore singly to execute his threat; which he refusing, your Memorialist put on his coat and left him, desiring Lieutenant Kent to see him on board, to press any man that he might find liable, but gave him especial orders not to distress him, in consequence of which none were impressed. That Lieutenant Letch, the prosecutor, remarked at the time, that the captain was too warm, but that the master of the Recompense *deserved worse treatment than what he had received;* and that he as well as Lieutenant Kent repeatedly afterwards approved of the circumstance.

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* But for this *offer*, the circumstance *had never happened*—and here it may be remarked, that Lieutenant John Kent, who was the prosecutor's principal witness, was objected to by Captain Browne as an evidence, Mr. Kent being at this time

Such is every particular of evidence on the transaction in question, whether for or against your Memorialist, which the minutes of the court martial afford; and he has the more carefully selected them, because, with the exception of the present charge, your Lordships will find, there is not a *shadow* of blame to be imputed to your Memorialist, that can arise, by any possibility, out of the other charges, which it will hereafter be shewn, were *utterly false*, *malicious*, and *vexatious.*

With respect to the articles of war which your Memorialist's conduct on this occasion is alleged to have violated; he humbly begs to observe to your Lordships, that the 23d article is wholly inapplicable to the case, as this article prohibits one person belonging to his Majesty's fleet from fighting with, or provoking, *any other person belonging to the same fleet;* whereas, in the *present instance*, only *one* of the parties is in his Majesty's service; moreover, that it is an article seldom or never acted upon.

But the 33d article is, in fact, that alone which is contemplated to affect your Memorialist's case; on which he has also humbly to observe, that he is informed, that the penal acts of parliament ought to be strictly interpreted according to the letter, and not to be in any case strained by inference against the accused. That, in this instance, the legal question is not, whe-

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under arrest, and to be tried by a court martial by Captain Browne—an objection was made to his being examined, on the ground that he *was interested in the result.* It was undoubtedly for the court to decide on the validity of the objection; but it is submitted, it was its duty *to record* such objection on the minutes; as there can be no question of its going to the *credibility*, if not to the *competency*, of the party; which the court neglected to do.

ther the transaction was in itself generally that which is said to be unbecoming the character of an officer and a gentleman; but, whether it was scandalous, infamous, cruel, oppressive, or fraudulent; and by being which, but *not otherwise*, it would be unbecoming the character of a gentleman; *cruelty*, *oppression*, and *fraud*, is here quite out of the question: and your Memorialist most confidently submits to your lordships superior wisdom, to your candour and justice, that the quality of the transaction did *not deserve* the character of scandalous and infamous, in the sense intended by the article of war; and he submits fully to your lordships, that there is not in all the annals of martial law, in the navy, *an instance*, or *precedent*, of scandal or infamy being attached by the sentence of any court martial to such a transaction as the present.

But while your Memorialist pleads not guilty to the charge in a legal sense—his own feelings as an officer and a gentleman, condemn him for the intemperance of passion; which hurried him into so improper an excess. He fully admits the indecorous and bad example of his conduct. He deplores with the utmost contrition, that unhappy violence of temper, which, acted upon by sudden and irresistible provocation, has led him, when *threatened* with *actual personal outrage*, to forget that he was an officer, and to remember only that he *was a man*, and by no means a coward, or one that would shrink from the personal violence of any man under heaven! To your lordships, as men of high personal courage, he appeals for indulgence to this instance of human frailty. To such of your lordships as are officers, and have been in his situation, he puts his case, and implores you to consider candidly the insolent abuse frequently offered by the low-bred masters of merchantmen, whose violence there is no law to punish, and whose vulgar excesses there are no feelings, except the fear of personal chastisement, to restrain. He asks your lordships, whether allowance may not be made for a captain of one of his Majesty's ships having his passions worked up almost to frenzy on such an occasion as that, where his ship and the *lives of his men* are *wilfully* put in imminent danger, as well as his character as a seaman, and when he is told, in presence of *all his crew*, that but for *their protection*, the aggressor would have *thrashed him!*—The candour of your lordships will not fail to make allowance for him: and your Memorialist trusts, that when he shews that, with the above exception, he is *entirely guiltless* of *every other charge*, your lordships will deem, that he has, by the disgrace he has suffered in dismissal, been *already* most cruelly punished for the venial offence which he committed, and that the sentence of the court martial is severe beyond all precedent, and ought to be mitigated.

Your Memorialist now requests your lordships attention to the second charge imputed to him, as being, of all others, that which, to your Memorialist and his family and friends, must be the subject of the utmost anxiety; the other charges, whether true or false, leave no stigma on his name—This *most falsely* imputed to him a heinous crime, *no less than the participation in fraud*, for the sordid and contemptible purpose of sharing in 300 dollars. Of all men living, the prosecutor, Lieutenant Letch, knows best the falsehood of such a charge; and no sooner was it insinuated, *by accident*, than your Memorialist spurned it with disdain from the base earth from which it sprung, before he *ever knew* of its being the subject of a charge against him, as appears by his letter to your lordships secretary of the — of March last, wherein he recounted all the particulars of the transaction; and every man who knows your Memorialist is well aware, that he has won by his sword from his Majesty s enemies sufficient to set him far above the miserable temptation of sharing in 300 dollars.

The charge set sforth, "That, when in the River Plata, in November last, your Memorialist drew certain bills on the commissioners of the navy to the amount of 300 dollars for pilotage, in favour of Antonio Diego, a fictitious name, with a certificate which had Antonio Diego's name signed thereon, purporting to have received it; on his return to Rio de Janeiro, he permitted Thomas Hodges, acting master of the Hermes to receive the said sum, thereby practising a fraud on the commissioners of the navy, in which the said Thomas Hodges participated."

Your Memorialist has just reason to complain of the conduct of the Court Martial in respect to *this charge*,* so serious in its nature and consequences to his character, because, *contrary* to all the *laws of evidence*, and *contrary* to the *practice of every court of justice in the world*. The Court Martial received *parole* evidence of witnesses in respect to the character of a written document, which might have been, but was not itself, produced in evidence. Much more your Memorialist has reason to complain, that the investigation of this transaction did not, as *it might have done*, take place at Rio de Janeiro, where *all* the parties, who had complete cognizance of the affair, were resident, and ready, not only to clear your Memorialist of all the blame, but to bestow upon him the praise which he humbly conceives the important service he rendered the country through this very circumstance so well deserved. But your Memorialist, far from sheltering himself under any legal objection, has only to refer your Lordships for his justification to the Minutes of his Court Martial, in which it *is expressively* sworn, in the first place, that the *whole sum* of 300 dollars alluded to, was paid by his Majesty's Consul General at Rio de Janeiro to Mr. Thomas Hodges, for his sole benefit (which is further confirmed by a subsequent investigation made by the Port Admiral at Plymouth reported to your Lordships); secondly, it is sworn that Admiral Dixon, the Commander in Chief on the Brazil station, *approved* of the transaction, certified that the sum charged for half pilotage *was proper*, and *signed the very bills in question*† in token of his approval: which your Lordships are well aware is very unusual in case of pilotage, where *only* the Captain's certificate is the sole voucher. *So false* and *malicious* is the charge of *fraud* on the commissioners of the navy, and of *participation* on the part of your Memorialist, as proved out of the mouths of the prosecutor's own witnesses.

Your Memorialist again refers your Lordships for a fuller explanation of this transaction to his letter to your secretary already alluded to (in which he voluntarily solicited an enquiry into his conduct, *before* he knew it was imputed to him as an accusation), wherein it appeared that the Hermes was sent to Buenos Ayres, under secret orders, *without charts*; that no one in the ship had ever been there except Mr. Hodges, the acting master; a man who was a total stranger to your Memorialist, but of extraordinary talents, and who, when in his Majesty's ship Nereus had executed a chart of the river Plate, in which river, it *is notorious*, pilots are seldom to be procured on *any terms*. That your Memorialist, under the able guidance of the acting master, performed the voyage from Rio de Janeiro to Buenos Ayres and back in *sixteen days*, a distance of *two thousand six hundred miles*: four hundred of which, up and down the river, is generally always in less than four, and sometimes three fathoms water, without the smallest accident, when his anxiety was encreased by having treasure on board to the amount of £100,000; whereas others of his Majesty's ships, in ascending the river, have been known to occupy six weeks, as will appear by the Logs of those ships. That, under these circumstances, the sum of three hundred dollars for half Pilotage is self-evidently so moderate, as to be beyond the reach of question; but your Memorialist has also certificates from the principal merchants of the customary rates of pilotage, which *far exceed* that allowed by your Memorialist. He, further, annexes the certificate of Captain Heywood, of the Nereus, who was so long in the country; and, finally, begs to refer your Lordships to the experienced officer who is your hydrographer, for ample evidence of the fact.

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* By this charge, a fraud is attributed to Captain Browne, with a view to a participation in the profit arising from it. Had the transaction rested on its own merits alone, Captain Browne would have relied with confidence on his motives and object for his justification; but it will be found to have had the *express approbation* of the *commander in chief on the station* BEFORE it was carried into effect; and yet, upon this charge, has Captain Browne been considered by the world to have *been found guilty* by the sentence of the Court.

† (Copy).—These are to certify, the principal officers and commissioners of his Majesty's navy, that Manuel Diego took charge, as pilot, of his Majesty's ship Hermes under my command off Cape St. Mary's, on the 3d day of November, 1813, and brought her to her anchorage off Buenos Ayres on the 5th day of No, vember, and took her from thence out again in the same way on the 23d day of

With respect to the mode of drawing the bills, your Memorialist was *the first* to discover its irregularity: the belief of which *alone* prevented their being paid at Buenos Ayres, in place of Rio de Janeiro. He has already stated in his letter, that he was informed by the merchants at Buenos Ayres, and by several officers in the navy, that all his *predecessors* had drawn the pilotage allowed their masters in the same *fictitious way*, because the Honourable Navy Board had *refused* to pay the certificates first signed by Captain Heywood, although the same was *absolutely necessary* for the preservation of his Majesty's ships. But your Memorialist, though he issued the certificates, he retained them in his possession until he returned to Rio de Janeiro, having doubts of the propriety of the mode of drawing bills: which, *unconscious* of wrong, *far from concealing*, he *openly* communicated to the prosecutor, and all parties present, when he immediately laid the whole circumstances of the pilotage, and every part of the case, before the commander in chief, who *sanctioned* the whole proceeding, *approved* the bills, and *desired* the consul to pay the amount to the master of the Hermes, as it is sworn in the minutes.

Not willing to shrink from the fullest enquiry into every part of this transaction, your Memorialist has minutely detailed every circumstance that happened, although he believes it to be unnecessary, because he has since the trial, a strong recollection, almost amounting to an absolute conviction, that the commander-in-chief at Brazils, on second thoughts, suggested, that the bills in the fictitious name should be cancelled, and that fresh bills should be drawn out in the master's name, agreeably to the regular form prescribed in the printed instructions, which your Memorialist

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November, and left her in safety off Cape St. Mary's on the 27th day of November, 1813, for which I have signed three certificates of this tenor and date.

Given under my hand on board the said ship off Cape St. Mary's this 27th day of November, 1813, PHILIP BROWNE, Captain.

Approved, MANLEY DIXON.

We, the undersigned British merchants residing in Buenos Ayres, do hereby certify, that we consider one hundred and fifty dollars a fair and equitable charge for pilotage from Cape St. Mary's to the anchorage off this harbour, and one hundred and fifty dollars for pilotage from this anchorage to Cape St. Mary's. We further certify, that the present current exchange is sixty pence sterling per dollar.

Given under our hands in Buenos Ayres this 19th day of November, 1813.

G. F. DICKSON.
CHAS. HIGGENSON.
RICH. E. PRICE.

solemnly declares, according to the best of his belief, was done; in which case, the whole imputation contained in this charge is, he firmly believes, a pure fiction.*

The whole of the drift of the prosecutor against your Memorialist being contained in the two preceding charges, he is grieved to be obliged to occupy a moment longer of your lordships' time and attention in noticing, however briefly, the *idle*, *frivolous*, and *insignificant*, complaints, contained in the remaining charges, which, were they as true, even as, on the contrary, they are *proved* to be *false*, could, in no degree, deserve, for a moment, the attention of a court-martial.

The third charge imputes to your Memorialist, that he said to the prosecutor, that it was a cowardly thing for any one to repeat in public what had been said to him in private confidence;† a conversation which your lordships will find by the minutes was heard by *no one*, was *repeated* to *no one*, of which there is *no proof*, but which, in your Memorialist's judgment, is of no manner of consequence, whether true or otherwise, and he submits that the charge is *frivolous* in the highest degree, and that it was the duty of the court martial to have stigmatized it as such.

But if the above charge is frivolous, much more so is the fourth charge, which recites, that your Memorialist "did, on or about the 14th day of February last, the ship being then in the lat. 18° 1′ N. long. 36° 29′ W. on the voyage from Rio de Janeiro to England, direct Mr. William Hamilton, gunner, to dismount the two foremast guns, and strike them into the main hatchway, thereby disabling the ship being in that perfect and proper state of defence as furnished and intended to enable her facing the enemy, rendering highly improbable the possibility of mounting these guns in time for battle, in the event of suddenly falling in with one, more particularly in the night; whereby subjecting an officer of his high rank and character, the other officers and crew, composed of 161 men, becoming a lasting stigma upon the service, and, in the event of his being slain in battle, the senior surviving officer the innocent victim of a disappointed, if not an enraged, country and crew, in acting contrary to his duty, the 16th article of war, and 19th of his instructions."

Your Memorialist refers your lordships to the minutes of the court martial, where it *appears*, by the prosecutor's evidence, the gunner‡ and master, that the ship laboured so much, that it was absolutely necessary to unship the two foremast guns to relieve her, a measure that had *often* been done before, and by which the ship was greatly eased, as it appears, that part of the ship was rotten and decayed by the constant wet; that the guns were unshipped in less than an hour, and could, if necessary, be replaced in the same time.

Your Memorialist submits to your lordships whether *there ever* was an instance of such a charge being preferred before a court martial and *not branded* as *malicious* and *vexatious*. It is in vain to discover the motives which could induce the court to receive evidence on a matter which, if true, there was no crime, and offended *none* of the articles of war. But from this example of the court martial, it is perfectly unnecessary for your Memorialist to offer a single additional fact, to prove the great injustice he has received at their hands.

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* By an affidavit made by the assistant clerk, it appears, that other bills were made out in the master's name, but the one to which the merchant certificate was attached, could not be separated from the one, Antonio Diego being written on the back thereof.

† It was, perhaps, in strictness, Captain Browne's duty to have preferred a charge against the prosecutor for thus *forcing his captain on the quarter-deck* to become a party in a dispute between him and another officer, of which his captain had *before declined* taking public cognizance, independent of the breach of confidence of which he had been guilty: the same difference between the charge and the evidence in support of it, will be found on this, as on every other occasion.

‡ The present charge is for doing that which, according to the only evidence in support of it, was necessary.

The fifth charge is as frivolous as either of the preceding ; " It accuses your Memorialist of having, when the hands were turned up to attend punishment on the 10th of February, 1814, publicly reprimanded the prosecutor for neglect of duty, of having read his instructions, and requested him, during such reading, to take off his hat, while your Memorialist and the rest of the officers and crew were covered : of having, when the prosecutor denied the charge of neglect, asserted that he had done on that occasion as was always customary, replied, that such an assertion was a falsehood, and of having spoken disrespectfully and ironically of the prosecutor, thereby degrading himself before the ship's company, encouraging disrespect to him, &c. &c. &c.

In answer to which charge your Memorialist need only state, that it is proved, on the minutes, that it was customary in the Hermes, as it is, and ought to be, in every, ship, before any man was brought up for punishment, that his crime should have been *reported, through the first lieutenant*, to the captain ; that, in the case in question, the culprit's offence was reported by the midshipman to the prosecutor for this purpose ; but, it is sworn, that the prosecutor *neglected* to report the offence to your Memorialist, as it was his duty to do ; that, when the punishment was about to be inflicted, your Memorialist reprimanded the prosecutor for his neglect, who *insolently* and *falsely* denied the charge,and *appealed* to the *serjeant of marines to contradict his captain* ; that your Memorialist, to impress his duty on him more strongly, read the general instructions, on which occasion, it was always usual in the Hermes, as is well known to be the custom in every ship in the service for the audience to be uncovered ; that all the officers and crew had their hats off, but the prosecutor himself, who *contemptuously* neglected this mark of respect until desired. That your Memorialist was covered only because he held the book in both hands ; and, finally, it is sworn that the prosecutor, though thus publicly convicted of neglect of an important duty, had the *audacity* to persist in denying it, and even proceeded to *reprimand* his *captain* for *not* having indulged him so far as to have *privately admonished him.*

The charge of ironical language and degradation is wholly disproved, neither does it deserve an answer, where it became your Memorialist's bounden duty to mark his disapprobation of such *daring insolence* as the prosecutor exhibited.

These facts being proved, your Memorialist submits to your Lordships, that he has reason to complain of the court martial, for entertaining such a charge in any case, but most of all, when the accusation itself is proved to have been an act of indispensable duty ; that the court martial did not mark its sense of the *malice of the charge*, and the *spirit of mutinous insubordination* in which it originated.

The Sixth Charge is merely that a conversation took place between the prosecutor and your Memorialist ; " the latter proposing to give the master, Thomas Hodges, a new entry in the books, and requiring to know if the prosecutor would sign it, thereby, to the prosecutor's great astonishment, acknowledged a false muster."*

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* Mr. Hodges had resigned his pilotage *two months before* the conversation which had been so grossly misrepresented ; in addition to this fact, it is known to every one acquainted with the service, that it was not practicable to give the master another entry ; had he been on the supernumary list, he could have been transferred to the ship's books, but being on the ships books, he could not be removed without higher authority ; it will be recollected too, that the transaction *had already had the sanction of the commander-in-chief on the station.* But had the

But no evidence is offered even of this imaginary offence, while it is *positively sworn* that *no such entry* was ever made, or *intended* to be made, and that the *whole charge* is utterly *false*, *frivolous*, and *malicious*,

Your Memorialist again appeals to your Lordships, whether the court martial did him common justice in passing by so *outrageous an insult* as your Memorialist received in this *unfounded* accusation, without stigmatising the *audacious falsehood* with the public infamy they knew it deserved, and it is the first time your Memorialist ever heard of an officer being put on his trial for an offence, which it was alleged was *not committed*, or intended to be committed.*

The Seventh and last Charge is one so fabricated as to seem one of the most flagrant accusations which could be alleged against an officer. It imputes to your Memorialist the crime of *cruelty* and *oppression*, so foreign to his nature and habits, and which of all others he was well known to hold most in detestation.

The charge is painted in the most glowing colours and *intemperate* language, filling three or four pages of writing, but when *substantially examined*, it is *only this*, that your Memorialist accused the prosecutor on the 28th of February last, of tyranny to the master, and *contempt* to himself, and put him *fifteen* days under arrest for his offence, your Lordships know that of which he was convicted by a court martial in the short space of three weeks.

Yet this accusation, which was proved to be so *well founded*, and this fortnight's arrest of the prosecutor, as a *prisoner at large*, is made the *blackest* charge against your Memorialist; it is "declared by him to be *tyranny* and *oppression*, to have occasioned him serious bodily injury in his health, rendering him a burthen, and preventing him becoming an ornament to his country, asserting, that the shock his constitution had received would render him unfit for active service, whereby vanished his prospects of promotion. That his rank was degraded in the eyes of a foreigner of distinction, a public character, who happened to be a passenger on

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conversation stated by the prosecution, in point of fact taken place, how would it establish the charge? and yet not only has this charge, *not* been declared false and malicious, but NOT EVEN *the slightest disapprobation of it has been marked by the court.*

Copy of a letter from the Navy Board relative to the subject.

SIR, *Navy Office, 4th August,* 1814.

In return to your letter of the 2d Inst. I have the commands of the commissioners of the navy to acquaint you, that Antonio Diego is not found on the muster books of his Majesty's sloop Hermes, late under your command, between the 15th October, 1813, and the 1st of January, 1814; and that the entry of John T. Hodges is as follows; *viz.* John T. Hodges, E 4th August, 1813, from Montague. (Supernumerary.) D 12th — Ships books.
E 13th — Acting master open
31st Jan. 1814.

I am, Sir, Your humble servant,

To Philip Browne, Esq. (Signed) G. SMITH.

* The letter of which the following is a copy, as coming from two highly rerespectable gentlemen who were passengers on board the Hermes from Rio de Janeiro, will sufficiently explain the absolute infamy of the 7th Charge, and contribute essentially to indicate the probable motives the prosecutor had in withdrawing this charge:—

DEAR SIR, *London,* 18*th September,* 1814.

In reply to your letter, calling on us to state our opinion of your conduct to Lieutenants Letch and Kent, and if we ever witnessed, or heard, of your treating either of those officers, or the crew of the Hermes, with tyranny or oppression during the time we were passengers on board that ship, we beg to acquaint you, that we certainly never did witness any such treatment, and that, as far as our board, and that by putting under arrest so important an officer as himself his Majesty's ship was entrusted to midshipmen, which, in the night-time, exposed her to irreparable injury, from their probable want of judgment and experience."

Your Memorialist earnestly calls your Lordships attention to this charge, which is most evidently intended only as an insidious libel, to vilify the character of your Memorialist, for the *sole* purpose of exciting an unfounded prejudice against him in the minds of his judges, which he fears has been but *too successful*, and for the *invidious* purpose of injuring the character of two excellent young men in the ship, who had passed their examinations with great credit, had acted as lieutenants, and were in *every respect better* officers than the prosecutor himself.

An important and indispensable duty is here alleged against your Memorialist as a crime; he is put on his trial before a court martial, *only* for having *arrested, tried,* and *convicted* an offender against martial law, and this too in the most *lenient* form which the solemnities of a prosecution could admit of. Surely your Memorialist may complain bitterly of the court martial which could admit such a charge on its minutes, and which was perfectly ready to have examined witnesses relative to all the false pretenses therein contained, had not the prosecutor himself been *actually ashamed* to offer *any evidence,* and when it had answered his purpose of *libelling* and *blackening* your Memorialist's character, he *declined to follow up the charge by any proof whatsoever.**

This, then, your Memorialist trusts, your Lordships will do him the justice to remember, is *one* of the charges which the court martial have declared *to be proved in part.* All comment on *such* a sentence is to your Lordships, perfectly unnecessary. It is a *rare* instance of judicial oppression, and a misfortune which your Memorialist trusts, has never visited any officer before; and which, happily your Lordships have the inestimable power to remedy. Your Memorialist will not intrude on your Lordships any further observations on the case which he has placed before you. His honor and character, the happiness of himself and family, relatives and friends, are in your hands; and he relies on your Lordships clemency and justice, for taking into consideration on the one hand the frailty of temper, which betrayed him into a venial error; and on the other hand, the sufferings he has already endured from the unprecedented severity of his sentence, together with his own and his father's former services.

Your Memorialist therefore humbly prays your Lordships may be graciously pleased to recommend to his Royal Highness the Prince Regent, to restore your Memorialist to his former rank in his Majesty's service, in the full confidence that the discipline of his Majesty's navy will sustain no injury thereby; and that his Majesty will recover the service of an officer, who trusts it is not presumption in him to say, was never the least zealous and efficient of his servants.

And your Memorialist, as in duty bound, will ever pray.

(Signed)

London, June 17th, 1814. Philip Browne.

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little knowledge of naval discipline extends, or will enable us to judge, you made use of the *greatest forbearance* towards them; had we been called upon as evidences on your court martial, we should most readily have attended to have borne this testimony. We are, with much respect, dear Sir, your most obedient servants,

JOHN S. LEIGH.
To Philip Browne, Esq. DON MANUEL SARATZA.

* This charge had been read three different times in court; it had answered the purpose for which it was intended. Captain Browne had been represented as guilty of *tyranny* and *oppression*; and how is his character redeemed from this stain, although the charge is relinquished? The Court pronounced *this,* as well as the other charges, to be *in part proved.*

HYDROGRAPHY, PILOTAGE, &c.

AFRIC.

ST. HELENA.

[Continued from page 240.]

A passage by the route most frequented, beyond the southern limit of the S.E. trade to St. Helena

MARQUIS OF ELY left the Isle of Wight, February 13th, 1802, lost N.E. trade March 12th, in latitude 4° N. longitude 22° W., and got S.E. trade 21st, in latitude 2° S. longitude 24° W. In standing across the trade she did not get to the westward of 29° W. longitude. On the 4th April, her most southerly position was in latitude 29° S. in longitude 21° W. She arrived the 19th at St. Helena.

A passage, by going far southward, to St. Helena.

Princess Mary left the Lizard, September 12th, 1801, with a fleet, and lost N.E. trade October 9th, in latitude 12° N. longitude 26° W.; separated from the fleet, and got south-east trade 30th, in latitude 1° S. longitude 19° W.; lost S.E. trade, November 9th, in latitude 18° S. longitude 25° W. had then light variable easterly winds till in latitude 31° S. longitude 11° W. on the 21st, then north-east and northerly winds. In latitude 32° S. longitude 9° W. on the 25th, stood northward, and arrived December 2d, at St. Helena.

A tedious passage, far southward, to St. Helena.

Hugh Inglis, with the fleet, left the Start May 4th, 1800, lost N.E. trade June 1st, in latitude 10° N. longitude 25° W. and got south-east trade 16th, in latitude 2° N. longitude 28° W. Separated from fleet, went as far as latitude 33° S. and arrived August 14th at St. Helena.

A passage by the regular track to St. Helena.

Arniston left Portland January 8th, 1800, lost N.E. trade February 18th, in latitude 6° N. longitude 21° W. and got south-east trade 27th, in latitude 1° N. longitude 21° W. She went to latitude 29° S. and arrived April 4th at St. Helena.

A passage far southward to St. Helena.

Princess Mary left Portland November 19th, 1799, lost N.E. trade December 13th, in latitude 6° N. longitude 21° 30′ W. and got south-east trade 17th, in latitude 4° N. longitude 22° W. Between 27° and 31° S. latitude, had calms and light winds, did not exceed latitude 31° S., and arrived January 29th, 1800, at St. Helena.

A tedious passage far southward to St. Helena.

Lord Hawkesbury left Portland April 25th, 1799, lost north-east trade May 19th, in latitude 7° 30′ N. longitude 18° W.; on the 30th was in latitude 3° N. longitude 5° 30′ W., and got south-east trade June 9th, on the equator, in longitude 14° W.; July 25th, in latitude 31° 50′ S. longitude 10° W. had calms and light airs several days, then stood to the north-eastward with variable breezes till in the south-east trade, and arrived August 10th at St. Helena.

A passage nearly in the most frequented route to St. Helena.

Tellichery, June 11th, 1798, left the Lizard; lost north-east trade 30th, in latitude 12° N. longitude 26° W., and got south-east trade July 10th, in latitude 3° N. longitude 24° W.; on August 8th, her most southerly position was latitude 30° S. longitude 22° W. and arrived 18th at St. Helena.

A passage to the eastward of Cape Verde islands, and by the route beyond the southern limits of S.E. trade to St. Helena.

Canton left the Lizard April 15th, 1796; lost north-east trade May 7th, in latitude 13° N. longitude 19° 30′ W., having passed to the eastward of Cape Verde Islands; got south-east trade in 23°, 30′ S. longitude 24° W. For three days previous to crossing the equator had strong westerly currents; on it they changed, and set strong to north-east three days. In latitude 25° S. longitude 21° W. June 11th, with westerly winds steered east; in latitude 23° S. longitude 11° W. the 15th, got easterly winds, then variable at north-east and northward till in latitude 21° S. longitude 7° W. on the 20th, the south-east trade returned. Arrived the 23d at St. Helena.

A comparative view of the eastern and western passages to St. Helena.

By the few examples exhibited, of ships which have gone by the eastern and western routes to St. Helena, combined with other information, it appears, that the eastern route may be adopted in November, December, January, February, and March; *viz.* If a ship bound to St. Helena, crosseth the equator in any of these months, and finds the winds inclined from S. Westward, by standing to the south-east, across the gulph of Guinea, close on wind, and afterwards tacking as the wind veers to the eastward or westward of S. she will most probably reach St. Helena in less time than if she had proceeded by the western route. From the time of losing the north-east trade, forty or forty-four days to St. Helena may be considered a medium passage, by the eastern route in these months, although the Swallow made it in thirty-one days. From the southern limit of the north-east trade, the passage by the western route is seldom accomplished in less than forty days. By this route forty-three days seems about the medium passage; and during any month of the year it may be made in this time from the situation mentioned. The Arniston made it in thirty-six days, in May, &c. but she did not go more southward than 25° S. latitude. When the sun has great northern declination, the eastern route seems precarious. From April to October, the other is probably the most certain of the two. A ship that sails indifferently, close-hauled, or in light winds, should not attempt the eastern route in this season; but one that slides fast through the water in faint breezes, and holds a good wind, may proceed by the eastern route, in any season with safety. The Britannia's passage of ninety-five days, in the favourable season, from the southern limit of the north-east trade to St. Helena, by the eastern route, is a singular case. It has been the practice with ships going the western route, to run far southward, sometimes to latitude 32° and 33° S.; this can seldom be requisite, as it lengthens the passage; the ships which have not proceeded so far southward, have generally made the most quick passages to St. Helena. In these times of scientific improvements, it is not necessary to adhere implicitly to instructions given half a century since; for coppered ships which sail well upon a wind, with good chronometers and other instruments on board, may often accelerate their voyage by deviating from ancient precepts.

Instructions for sailing from India round the Cape Good-hope to St. Helena.

Ships from China, which pass out of the Indian ocean by any of the straits E. of Java, or by the strait of Sunda, ought to endeavor to get speedily into the strength of the S.E. trade, in order to run westward with steady winds. In latitude 14° or 15° S. the trade-wind will in general be experienced brisk and steady, increasing in strength according to the progress made S.Westward, or until in latitude 18° or 20° S. here it often blows with more force than in a lower latitude; but in March and April, the trade-wind is liable to obstructions, and sometimes fails about the southern tropic in these months.

As this is the season when the E. I. Company's ships frequently pass through the S E. trade, in their returning passage towards the Cape Good-hope, it becomes here a duty to warn those in charge of so many lives, and so much valuable property, to be always prepared for a tempest, which is liable to happen within the limits of this trade.

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Having rounded the Cape Good-hope, ships generally steer a direct course about N.N.W. to N.N.W. ½ W. by compass, for St. Helena; but it seems advisable to steer about N.W. b.N. until a considerable distance be gained from the western coast of Afric, because ships are liable to encounter N.W. or W.N.W. squalls at times, particularly when near the coast. These N.W. squalls do not often happen; but they have sometimes been experienced in both seasons.

On the 26th April, 1796, the ship Anna rounded the Cape; steered N.N.W. ½ W. by compass, with a steady strong trade-wind, which continued until she anchored at St. Helena on the 5th May.

On 26th April, 1799, the Anna rounded the Cape (being the same ship, and the anniversary of the date above-mentioned), and steered N.N.W.½W. by compass, with a steady wind southerly, which carried her to latitude 30° S. Here the wind became light and variable; then veered northward, with cloudy unsettled weather, and some rain; and in a sudden northerly gust in the night, the Anna lost her fore-top-mast, with 4 men, who were furling the top-gallant-sail. These winds continued adverse during 2 days; the southerly wind then returned, which carried her to St. Helena on 8th May.

When round the Cape, and having gotten a moderate distance from the coast, by steering about N.W.b.N. by compass, a direct course about N.N.W. ¼ W. or N.N.W. will be fair for St. Helena.

If the wind blow strong and veer E.S.E.ward, an allowance for a leeward current ought to be made, particularly if the weather become cloudy, and the longitude be not correctly ascertained; for in such case, it will be prudent to get nearly in the parallel of the island, when several leagues to E. of its meridian: but if the longitude of a ship be very exactly ascertained, she may steer direct to make St. Helena, bearing about N.W. or N.W. b.W. by compass; the variation here being 16½° W. she ought then to conform to the instructions in page 147, and those following it in this volume; where a particular description is given of that island and of its road.

Good chronometers are of great utility in running for St. Helena. Captain **Horsburgh** has seen the weather continue so cloudy during the whole run from the Cape to this island, that no lunar observations could be obtained; and the same case was experienced, during the whole of a passage from St. Helena to England; but this was very remarkable, and probably seldom occurs.

Some navigators, when homeward-bound from St. Helena, prefer crossing the equator far to the W. with the view of having steady winds, and of avoiding a space of variable airs and calms, which they imagine to prevail between the limits of the N.E. and S.E. trade, farther E.ward. This opinion seems not supported by experience; for some ships, when far W.ward, have been detained several days by calms, thick foggy weather, and a turbulent swell; when others, that crossed the equator in longitude 19° or 20° W. had dry weather and brisker winds; and this has even happened to some ships which passed in sight of the Cape Verde isles. It is, however, prudent not to cross the equator homeward-bound far to the eastward, that the light winds and calms, which often prevail in the vicinity of the coast of Guinea, may be avoided.

Departing from St. Helena for Europe, a direct course may be steered for Ascension isle, which is about N.W. b. N. by compass; and in this part of the passage a steady S.E. trade generally prevails all the year, with a westerly current at times. The latter island may be passed on either side at any convenient distance; but ships commonly pass to the westward of it, at 3, 4, to 10 or 12 leagues distance.

The sights Captain H. had for chronometers, which made it 8° 18′ W. from St. Helena, were taken under unfavorable circumstances, for the island was then at a great distance bearing eastward: and the weather being cloudy, the latitude also was uncertain: but several ships have lately measured about 8° 38′ W. from St. Helena to Ascension by chronometers.

Captain P. **Heywood**, R.N. had a run of 5 days from the former to the latter, in H.M.S. Nereus, and by 2 excellent chronometers, corresponding to 1¼ mile, he measured 8° 39½′ W. from James-town, St. Helena, to the anchorage of Ascension isle. The body of this island is in longitude about 14° 15½′ W.

AFRIC.

NIGER.

The journal of a Mission to the interior of Africa in the year 1805, *by* MUNGO PARK, has lately been published in a single quarto volume, under the auspices of the Directors of the African *Institution*, by permission of the secretary of state for the colonial department. Several documents, official and private, relating to the same mission, are embodied in this publication; to which is prefixed an account of the life of PARK. The individual who has undertaken to prepare this work for the press, has not thought fit to disclose his name: if a diffidence in his own literary qualification for his task has been the cause of his preserving the *incognito*, we think he has done himself injustice: for although those additions to the original papers, which may be termed editorial, are made without pretension, and the editor's own ideas and speculations, particularly those of a scientific tendency, are put forth in a subdued tone, the whole, we repeat, is done in a masterly style; and if there is any faith to be put in the old adage—

Manum de tabula,

this editor is a person of no common endowments and accomplishments.

One of the documents thus entrusted to the Editor, is a memoir relative to the plan and objects of the intended expedition into Afric, delivered in the year 1804, by the hapless traveller in question, at the colonial office. In this memoir he gives a brief account of the manner in which he proposed to carry the plans of government into execution; and having detailed his project as far as Jinnie, he states his personal knowledge of the course of the Niger to end at that place. The memorialist then continues:—

"Proceeding farther, Mr. Park proposes to survey the lake Dibbie, coasting along its southern shore. He would then proceed down the river by Jimbala and Kabra (the port of Tombuctoo), through the kingdoms of Houssa, Nyffe, and Kashna, &c. to the kingdom of Wangara, being a direct distance of about one thousand four hundred miles from the place of embarkation.

"If the river should unfortunately end here, Mr. Park would feel his situation extremely critical; he would, however, be guided by his distance from the coast, by the character of surrounding nations, and by the existing circumstances of his situation.

"To return by the Niger to the westward he apprehends would be impossible; to proceed to the nothward equally so; and to travel through Abyssinia extremely dangerous. The only remaining route that holds out any hopes of success, is that towards the *Bight of Guinea*. If the river should take a southerly direction, Mr. Park would consider it as his duty to follow it to its termination; and if it should happily prove to be the river Congo, would there embark with the troops and negros on board a slave vessel, and return to England from St. Helena, or by way of the West Indies.

"The following considerations have induced Mr. Park to think that the Congo will be found to be the termination of the Niger.

"1st. The total ignorance of all the inhabitants of North Africa respecting the termination of that river. If the Niger ended any where in North

Africa, it is difficult to conceive how the inhabitants should be so totally ignorant of it; and why they should so generally describe it as running to the Nile, to the end of the world, and in fact to a country with which they are unacquainted.

"2dly. In Mr. Horneman's Journal, the Niger is described as flowing eastwards into Bornou, where it takes the name of *Zad*. The breadth of the Zad was given him for one mile, and he was told that it flowed towards the Egyptian Nile, through the land of the *Heathens*.* The course here given is directly towards the Congo. *Zad* is the name of the Congo at its mouth, and it is the name of the Congo for at least six hundred and fifty miles inland.

"3dly. The river of *Dar Kulla*, mentioned by Mr. Browne,† is generally supposed to be the Niger; or at least to have a communication with that river. Now this is exactly the course the Niger ought to take in order to join the Congo.

"4thly. The quantity of water discharged into the Atlantic by the Congo, cannot be accounted for on any other known principle, but that it is the termination of the Niger. If the Congo derived its waters entirely from the south side of the mountains which are supposed to form the Belt of Africa, one would naturally suppose, that when the rains were confined to the north side of the mountains, the Congo, like the other rivers of Africa, would be greatly diminished in size; and that its waters would become *pure*. On the contrary, the waters of the Congo are at all seasons thick and muddy. The breadth of the river when at its *lowest*, is *one mile*, its depth is *fifty fathoms*, and its velocity *six miles per hour*.

"5thly. The annual flood of the Congo commences before any rains have fallen south of the equator, and agree correctly with the floods of the Niger, calculating the water to have flowed from Bambarra at the rate of three miles per hour.

"Mr. Park is of opinion, that when your Lordship shall have duly weighed the above reasons, you will be induced to conclude, that his hopes of returning by the Congo are not altogether fanciful; and that his expedition, though attended with extreme danger, promises to be productive of the utmost advantage to Great Britain.

"Considered in a commercial point of view, it is second only to the discovery of the Cape of Good Hope; and in a geographical point of view, it is certainly the greatest discovery that remains to be made in this world.

Mungo Park."

The Editor here observes:—

"The circumstance most deserving of attention in this Memoir, is the opinion expressed respecting the course and termination of the Niger; a geographical question of great difficulty and importance. In a treatise written by Major Rennell expressly on the discoveries of Park, that distinguished geographer, on comparing the various accounts of the progress of the Niger beyond Houssa, had given a distinct opinion, that its waters had no communication either with the river Nile or the Sea; but were spread out into a great lake in Wangara and Ghana, and were evaporated by the heat of the sun * Park's attention had of course been much directed to the same subject; and he had omitted no opportunity of collecting information which might throw light on this obscure and difficult question. During his residence in Scotland, he had become acquainted with a Mr. George Maxwell, formerly an African trader, who had a great knowledge of the whole western coast of Africa, especially south of the equator, and had published a chart of the river Congo. Before Mr. Maxwell had heard any particulars of the Niger, many circumstances had induced him to conjecture, that the source of the Congo lay considerably inland, and very far to the north. The publication of Park's Travels confirmed him in his opinion, and led him to conclude, that the Congo and the Niger were one and the same stream. Mr. Maxwell's reasonings appear to have produced a great impression upon Park, who adopted his sentiments relative to the termination of the Niger in their utmost extent, and persevered in that opinion to the end of his life.

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* Proceedings of African *Association*, Vol. II. p. 201

† Browne's *Travels*, 2d edit. 4to. p. 334.

"The *sources* of great rivers have often been the object of popular and even of scientific curiosity; but it is peculiar to the Niger to be interesting on account of its *termination.* Those who recollect the emotions which Park describes himself to have experienced during his former journey, on the first view of that mighty river,† will be enabled to form some idea of the enthusiasm on this subject, which he intimates at the close of the foregoing Memoir, and which was now become his ruling passion. Nor can we be surprised that the question, respecting the termination of the Niger, associated as it was with so many personal feelings, had such entire possession of Park's mind; since the subject itself, considered as a matter of geographical inquiry, is one of the most interesting that can easily be conceived. The idea of a great river, rising in the western mountains of Africa, and flowing towards the centre of that vast continent; whose course in that direction is ascertained for a considerable distance, beyond which information is silent, and speculation is left at large to indulge in the wildest conjectures—has something of the *unbounded* and *mysterious,* which powerfully attracts curiosity, and takes a strong hold of the imagination."

The subject is thus canvassed in a distinct section of the Appendix; *viz.*

"The question regarding the termination of the Niger is one of the most doubtful and obscure in modern geography, and in the present defective state of our information with regard to the interior of Africa, seems hardly to admit of a clear and satisfactory solution. Of the difficulties with which the subject is attended, some judgment may be formed from the various and even opposite opinions which have been maintained relative to the course of the Niger, since Park's discoveries have ascertained that it flows from west to east. As the inquiry is somewhat curious, a summary view of these different opinions, and of the principal arguments by which they are supported, may not be uninteresting to the readers of Park's life. To investigate the question with the accuracy and minuteness which it deserves, would not only very far exceed the limits of a note, but would require much more information upon this subject than the editor possesses, united with some previous habits of geographical disquisition.

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* Proceedings of African *Association*, Vol. I. p. 533.

† While we were riding together, and I was anxiously looking around for the river, one of the Negros called out, "*Geo affilli* (see the water); and looking forwards, I saw with infinite pleasure the great object of my mission, the long-sought for, majestic Niger, glittering to the morning sun, as broad as the Thames at Westminster, and flowing slowly *to the eastward.* I hastened to the brink, and having drank of the water, lifted up my fervent thanks in prayer to the great Ruler of all things, for having thus far crowned my endeavors with success. PARK's *Travels*, p. 194.

I. According to the oldest of these opinions, and that which is supported by the greatest authorities (being the opinion not only of some of the principal geographers of antiquity, but of D'Anville and Rennell among the moderns), it is supposed, that the Niger has an inland termination somewhere in the eastern part of Africa, probably in Wangara or Ghana: and that it is partly discharged into inland lakes, which have no communication with the sea, and partly spread over a wide extent of level country, and lost in sands, or evaporated by the heat of the sun.* The principal ground of this supposition is, the opinion of some of the best informed writers of antiquity on the geography of Africa, and a sort of general persuasion prevalent among the ancients to the same effect; circumstances, it must be acknowledged, of considerable weight in determining this question: since there is good reason to believe, that the knowledge of the ancients concerning the interior of Africa, was much more extensive and accurate than that of the moderns. It is justly observed by Dr. Robertson, that the geographical discoveries of the ancients were made chiefly by land, those of the moderns by sea; the progress of conquest having led to the former, that of commerce to the latter. (*Hist. of America*, vol. ii. p. 316, 8vo.) Besides which, there are several distinct and peculiar causes which have essentially contributed to our present ignorance respecting the interior of Africa; namely, the great prevalence of the slave trade, which has confined the attention of european adventurers exclusively to the coast; the small temptation which the continent of Africa held out, during the continuance of that trade, to internal commerce; and the almost impenetrable barrier raised up against Europeans in modern times, by the savage intolerance of the Moors.

" The ancient opinion respecting the termination of the Niger, which has just been alluded to, receives a certain degree of confirmation from the best and most authentic accounts concerning that part of Africa, in which the Niger is supposed to disappear. This is represented by various concurrent testimonies to be a great tract of alluvial country, having several permanent lakes, and being annually overflowed for three months during the rainy season.

Against the hypothesis of an inland termination of the Niger, several objections have been urged, which are well deserving of attention. They are principally founded on a consideration of the vast magnitude which the Niger must have attained after a course of more than 1600 geographical miles, and the difficulty of conceiving so prodigious a stream to be discharged into lakes, and evaporated even by an african sun. To account for such a phenomenon, a great inland sea, bearing some resemblance to the Caspian or the Aral, appears to be necessary. But, besides that the existence of so vast a body of water without any outlet into the ocean, is in itself an improbable circumstance, and not to be lightly admitted; such a sea, if it really existed, could hardly have remained a secret to the ancients, and entirely unknown at the present day.

(To be continued.)

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* Proceedings of the African *Association*, Vol. I. p. 535.

STATE PAPER.

MEMORIAL ON THE NECESSITY AND THE MEANS OF SUPPRESSING THE PIRACIES OF THE BARBARIC STATES.*

No. 1, *of the documentary Pieces annexed unto the Report of the President of the Union of the Members of all the Orders of Knighthood in Europe, which were assembled at Vienna, 29th December,* 1814.

London, 31 *August,* 1814.

WHILE the discussion of the operative means of abolishing the traffic in negros on the western coast of Afric is pending: while civilized Europe is making every effort to extend the benefits of commerce, and those of public security, in the interior of a continent, peopled by a race of men, gentle, industrious, and susceptible of civilization in a high degree, it is astonishing that no attention seems paid unto the northern coast of this same country, inhabited by Turkish pirates, who not only oppress the indigenous inhabitants of their neighbourhood, but carry off and dispose of them as slaves, to be employed in armed cruisers, for making captive the peaceable inhabitants, even the inoffensive peasantry, of the coasts of Europe. This shameful robbery is not only revolting to humanity, but it shackles maritime intercourse in a manner the most prejudicial; since the mariner can now-a-days no longer follow his calling in the Mediterranean, or hardly in the Atlantic, without being deterred by the fear of pirates, and eventual slavery in Afric. The government of Algier is self-composed of the officers belonging to an *orta*, or legion, of janizaries,† originally stationed here under the Turkish power; a revolted soldiery pretending not to recognize, even in appearance, the authority of the Othman Porte;* which latter, however, does not acknowledge these pretensions to independence, but avoids the avowal of impotency to enforce prerogative, by tacit compromise with the ruling faction in this state. The *Dey* (as this title implies) is usually the senior officer of the garrison, unless supplanted by a rival more distinguished by cruelty. This ruler maintains himself at the head of the *Divhan*, or regency, by sacrificing some and enriching others of his comrades; that is to say, tolerating their perpetration of all sorts of outrage in Afric, and licensing their piracies by sea against the weaker of the European nations, or such minor powers as they have not to dread the immediate vengeance of.

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* See page 241 of the present Volume.

† JANIZARY.—In Turkish, yéni-chéri: *yeni* or *yenni*, signifies new, *chéri* or *chérri*, soldiery. The military order of the janizaries was instituted in the year 1362 of the christia æra. Their effective number is about 40,000. In time of peace, they act in the capacity of police officers; and, on application, are assigned as guards for the protection of foreign ministers and travellers. DE TOTT, in his memoirs, make smention of a circumstance in their history, which shews how whimsical, in some instances, is the point of honor. The preservation of their colours in battle, he informs us, is not an affair of such momentous concern with the janizaries, as that of the two large copper kettles which are constantly placed in the front of each regiment, and which are accompanied by a skimmer, a ladle, and a kind of halberd. On a march their kettles are carried in front of each respective regiment; and the company who should suffer them to be taken by the enemy would be covered with infamy. The vezir of AMURATH [Mourad] reminded his sovereign that, according to the mahometan [mohamedan] law, he was entitled to a fifth part of the spoil and captives; and that the duty might easily be levied, if vigilant officers were stationed at Gallipoli, to watch the passage, and to select for his use the stoutest and most beautiful of the christian youth. The advice was followed; the edict was proclaimed; many thousands of the european

The Othman flag even does not suffice to protect the Greek subjects of that empire, or to shelter them from the outrageous attempts of the Algerine corsairs. Not long ago, whether owing to a caprice of cruelty, or the dictates of a barbarous policy hostile to the rival interests of Tunis and Tripoli,† the *Dey* of Algier condemned to be hanged the crews of some vessels employed in the corn trade between the Archipelago and Egypt,

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captives were educated in religion and arms; and the new militia was consecrated and named by a celebrated dervish [BEKTASH]. Standing in the front of their ranks, he stretched the sleeve of his gown over the head of the foremost soldier, and his blessing was delivered in these words:—"Let them be called *yéni-chéri*. May their countenance be ever bright! their hand victorious! their sword keen! may their spear always hang over the heads of their enemies! and wheresoever they go, may they return with a white face." (White and black are common and proverbial expressions of praise and reproach in the Turkish language. *Hic niger est hunc tu Romane, caveto*, was, likewsse, a Latin sentence.) Such was the origin of these haughty troops [the janizaries], the terror of the nations, and sometimes of the sultans themselves. (GIBBON: *Decline and Fall of the Roman Empire*, ch. lxiv.—ED.

* PORTE:—The use of this *french* word in England to designate the gate or portico of an oriental palace, is one of those absurd anomalies (like our giving a bastard italian epithet, *grand signor*, to the othman emperor) for which we cannot pretend to account better than ROBINSON CRUSOE, when he complains of his companions changing his name from KREUTZNAER. The fact is, that the expression in turkish *cappi*, literally door or gate, is employed metaphorically to describe the palace of the supreme Vezir at Constantinople; wherein the public offices of government are established, and the ministers of state assemble daily. The official term used in Turkey to designate the government collectively is *devlet*; *cappi* is only applied to the edifice in the same sense that the word *gate* is to be found in the book of *Esther* ii, 19; v, 9. The turks might with as much verisimilitude describe the english privy council the "*cockpit*," because the counsellors used to be assembled in a building so denominated to hear the first reading of the king's parliamentary speeches. But after all, why are we English to be doomed to describe the *Aula ottomanica* by a *french* term; when we have so thoroughly naturalized the indian synonyms, *musnud*, *durbar*, &c.? (HYDR. 𝔑. ℭ.)

† TRIPOLI:—for directions to anchor in the road at this place, see 𝔑. ℭ. xxiv, 405. (HYDR. 𝔑. ℭ.)

which had fallen into his power. The Othman *Pasha* governing Egypt, justly indignant at this breach equally of allegiance and good neighbourhood, arrested all the Algerines found within his province, and fruitlessly claims the restoration of those cargoes unjustly seized by the *Dey.*

The Othman *Porte* views with umbrage, and even with indignation, a rebellious vassal dare to indulge himself in acts the most outrageous and the most atrocious against her tributary subjects; and thus fettering a commerce more needful than ever to enable her to pay the troops of the *pashas* employed upon an extensive line of frontier, and particularly on the eastern limits, to combat and hold in check the Wahebbis,* and other numerous Arab tribes, who, influenced or encouraged by those sectaries, menace without ceasing the tottering edifice of Othman dominion.

On the other side, Europe is interested to sustain the *Porte,* both as a recognized sovereignty, and as a power possessing the means of restraining in a great measure from acting after the piratical example of Algier, those provincial governors, who, though far from entirely loyal still submit to the supremacy of the Sultan. This interest of Europe derives more particularly from the necessity (wherein many of the principal powers occasionally find themselves) of importing grain from the Black Sea or from the Nile, according to circumstances: it being generally understood that an unproductive season in the northern territories of Turkey is almost always counterbalanced by superabundance to the southward in the same year, and *vice versâ.*

Now, if a barbarian, pretending to style himself an independent prince, can, in contempt of the jurisdiction of his paramount sovereign, menace, terrify, and even put to death the tributaries of the empire to which he owes allegiance; can emprison the seamen of those smaller European states that employ themselves in a carrying trade, which the shipping of the greater powers, not being able to navigate so cheaply, do not pursue;—if this piratical chieftain can, when it seems meet, audaciously intercept the cargoes of corn destined for the nutriment of Europe, the people of Christendom become, in point of fact, dependent upon a captain of banditti, who, unknown to them, can aggravate their distress, or even complete their starvation in time of famine.

This barbarian has also a formidable means of extorting money from Christian princes: he threatens (as he has lately done toward Sicily) to put to death those of their subjects in his power: his notorious cruelty rendering such threats too much dreaded to be trifled with, they become the means of making the humanity of one sovereign furnish money to carry on war against another: thus he can levy contribution on every state in Europe successively, and force each nation in its turn to pay tribute to his ferocity, in redeeming the lives of hapless slaves, and purchasing peace.

It is almost useless to demonstrate, that such a state of things is not only monstrous, but absurd; and that it outrages no less religion and morality, than it wounds humanity and honor. The progress of civilization in an enlightened age ought necessarily to be followed by the disappearance of such tyrannical barbarism.

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* See page 242.

It is evident that the military means hitherto employed by the christian princes to hold in check those of the barbaric* states, have proved not only insufficient, but have oftener for their result tended to consolidate still more the dangerous power of those barbarians.—Europe, for a length of time, appeared to rest upon the efforts of the knights of Saint John of Jerusalem, without sufficiently discovering that this order had not in these latter days either power enough, or perhaps not energy enough, to counterbalance and repress the renewed aggressions of these numerous free-booters. Besides, the order of Malta, obliged by the spirit and the letter of its very institution, not to enter into any compromise with the infidels, could not avail itself of all the resources of policy, in forming treaties with those regencies among them, who themselves are rather sufferers by, than co-operators in, the pirate system; such for instance as Tunis and Maroco, both governed by native princes, who since a long period have shewn themselves better disposed, and have evinced a capability of maintaining with European powers, commercial intercourse and the relations of good neighbourhood. Thus the resurrection of the Maltese knighthood, after its political suicide, became totally inadequate to its constitutional purpose and object—the honorable object of serving as a barrier unto Christendom against African corsairs, and to cause potentates, piratical in their very essence since the days of Barbarossa, to be succeeded by governments whose system can harmonise with civilized nations.

The question now arises: what are the means to be employed? The undersigned wishes that he could make all Europe participate in his own conviction, a conviction the result of thirty years study, and profound examination. During his mission to the Othman court, and his naval command in the Levant, he never ceased to occupy his mind with the subject he is now treating—it has been so occupied in the Othman camps, in the fleets of the same power; and during the whole course of his connection sufficiently well known, with divers nations and tribes of Asia and Afric.

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* Barbaric;—The history of the word *Barbar* may be classed under four periods: 1. In the time of Homer, when the Greeks and Asiatics might probably use a common idiom, the imitative sound of *Barbar* was applied to the ruder tribes, whose pronunciation was most harsh, whose grammar was most defective Καρες Βαρβαροφωνοι (*Iliad* ii, 867. with the Oxford scholiast, Clarke's Annotation, and Henry Stevens's *Greek Thesaurus*; i, 720.) 2. From the time of Herodotus, it was extended to all the nations who were strangers to the language and manners of the Greeks. 3. In the age of Plautius, the Romans submitted to the insult; (Pompeius Festus, ii.) and freely gave themselves the name of Barbarians. They insensibly claimed an exemption for Italy, and her subject provinces, and at length removed the disgraceful appellation to the savage or hostile nations beyond the pale of the empire. 4. In every sense it was due to the Moors; the familiar word was borrowed from the Latin provincials by the arabian conquerors, and has justly settled a local denomination (Barbary) along the northern coast of Africa. It is, however, necessary to mention an exception to the reproachful application of this epithet. Milton, in allusion to oriental customs described by Abulfeda, in praising the splendor and liberality of Al-mamoon, says:———" Or where the gorgeous east, with richest hands, showers on her kings *barbaric* pearls and gold,"—(Hydr. 𝔐. ℭ.)

This internal conviction of the possibility of operating the prompt cessation of the plundering system of the barbaric states, cannot be better demonstrated, than by the offer which he now makes to undertake the direction of the enterprise, provided adequate means be placed at his disposal.

Animated by the remembrance of his oaths as a knight, and desirous of exciting similar ardor in the other knights of Christendom, he proposes to those nations more immediately interested in the success of this noble enterprise, to bind themselves to each other by treaty, respectively to furnish a contingent maritime, or rather amphibious, force, which without committing any particular flag, and without being affected by wars between European powers, or any political crisis, should constantly guard the shores and waters of the Mediterranean, and vigilantly exercise the important trust, of watching, arresting, and pursuing by sea and land all pirates whatsoever. The guardian force thus organized, and recognized by all Europe, would not only restore perfect security to trade, but would ultimately civilize the coasts of Afric; by hindering the inhabitants thereof from continuing in piracy, to the prejudice of productive industry and legitimate commerce.

This protecting and imposing force would commence its operations by a rigid blockade of the barbaric marine, wheresoever to be found. At the same time, the ambassadors and other representatives of all the crowned heads and sovereign states of Christendom, should be instructed mutually to support each other in representing unto the Othman *Porte*, that she cannot but be deemed responsible for the misdeeds of her reputed subjects, if she continues to sanction within her territory the levy of recruits for the African garrisons, which are of no use to her, while these forces would be better employed against her immediate enemies, than to be employed in predatory warfare against powers actually in a state of peace with her: The diplomatic body at Constantinople should farther be instructed to require from the Othman ministry a disavowal in form, and an authentic interdiction of the wars which these rebellious regencies wage against Europe. At the same time the *Porte* might be engaged to hold out promotion and rewards to those janizaries, captains of frigates, and other Algerine mariners, who shall obey the Sultan's proclamation: by these means the *Dey* would soon find himself abandoned and bereft of defensive means.

The same influence might be employed with so much the more efficacy at Tunis, because that principality is always in a state of rivality, and often of hostility with Algier, the power from which it has the most to dread. Besides, the Tunisian government is of a permanent character, very different from the fluctuating *Divan* of Algier; and the personal character of its hereditary chief entirely opposed to that of the elective *Dey*: the former would readily yield himself to the introduction of any system visibly tending to the civilization of his people, and the prosperity of his states. The establishment of peace between Tunis and Sardinia, the natives of which last have suffered so much from piratical depredation, ought to form the first link of the chain, and no suitable means ought to be neglected, from this very day, to bring it about.

The other details of this project can easily be developed, when the august allied sovereigns shall have adopted its principle, and shall have deigned to grant unto the undersigned a measure of confidence and authority commensurate to the importance, and necessary for the success of the enterprise.

W Sidney Smith

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At Turin, 14th October, 1814.
At Vienna, during the Congress.

ADDENDA BY THE HYDROGRAPHER OF THE N. C.

In a geographical essay recently published by a naval officer, replete with information concerning maritime statistics, are some useful notices concerning many places alluded to, and objects of policy discussed in the foregoing memorial. A copy of that work was presented by its author to the hydrographical library of the N. C. and its proprietor has impatiently wished for leisure and opportunity to pay due literary attention to it in the pages of this publication; but the pressure of prior engagements, and the constant influx of temporary matter, has hitherto compelled him to adjourn a critical review of Captain Tuckey's four valuable volumes, *sine die.* Meanwhile, to make some amends for this unavoidable tardiness in paying the accustomed honors of literature, as well as for the more complete illustration of the present subject, the Hydrographer avails himself of the present occasion to make the readers of the N. C. rather more closely acquainted with the merits of Tuckey's *Maritime Geography*, by means of some appropriate extracts from that section of it which treats on the commerce of the Mediterranean; and will without scruple borrow from the studious *Captain* whatever can contribute to throw light on the ideas, or promote the philanthropic policy of the chivalrous *Admiral.* It is pleasing to contemplate the fortuitous coincidence of such a laudable employment of talent in two members of the same profession; the pursuits of which have been vulgarly and erroneously regarded as incompatible with the general cultivation of those studies that contribute to adorn polished life.

Independently of the natural indolence of the Moors, the want of good ports, and of most of the materials for naval construction, would prevent them from having any naval force, were they not supplied with materials, and even occasionally with ships ready equipped, by the european governments. Perhaps there is no greater political phenomenon in the present time, than the conduct of the maritime powers towards these barbarians, who are permitted to carry on their piracies with a kind of impunity, against all nations who do not pay them for forbearance. Nevertheless Maroco, the most powerful of these states, has not above fifteen small frigates, some *xebeks*, and twenty to thirty row-gallies, manned by about 6000 seamen and soldiers. Algier has only five frigates of 34 to 24 guns, three *xebeks* of 20 to 10, four half gallies, and three galliots; with which contemptible force it has defied the united fleets of Spain, Portugal, Naples, and Malta. In 1784, Spain, outrageous at the insults of these barbarians, shewed a moment of energy, and attempted to destroy Algier by bombardment; but after expending 200000 *cwt.* of powder, and burning 2 or 300 wooden houses, her fleet retired. The following year she returned to the attack, joined by the naval forces of the other powers above-mentioned, which altogether composed a fleet of thirty sail: the algerine marine however foiled them, and Spain, finding it impossible to subdue them while they were supplied with naval stores by the French from Marseille, purchased a temporary suspension of their depredations for 70,000 piastres. Tunis has three or four large barks, of 20 guns and 120 men each, some *xebeks*, of from 10 to 14 guns, a few *felucas* and galliots; the whole belonging unto the government not exceeding 15 to 20 vessels; besides about twenty armed privateers. The rules observed by the corsairs in determining whether a strange vessel is to be attacked deserve mention. The captain first examines her with his glass, then the second in command, and so downwards to the lowest seaman; when the opinion is asked, and a single affirmative voice is obligatory on the whole crew, although contrary to the opinion of every other person that composes it. (Tuckey, *Maritime Goography*, 1815, vol. ii, p. 430.)

Algier.—This bay is eight leagues wide between Cape Coxines on the W. and Cape Matifoo on the E.; off the latter is a ledge of rocks, and several islets. The bay has good anchorage throughout in 20 to 30 fathoms, and receives the river Haratch. The city of Algier is in a cove on the west side of the bay; it contains 15000 houses, and about 100000 inhabitants, and is built amphitheatrically on the side of a hill. It is the richest town of Barbary, as well from the prizes made by its corsairs, as from its commerce. It has a port, formed by a pier, 500 paces long, which joins a small island unto the main. It is well fortified, and resisted the attacks of the Spaniards by land and sea with 50000 men in 1775; and by sea in 1783-4. It is surrounded by handsome country-houses on the neighbouring hills, which are covered with olive, lemon, and banana trees. The French are the only europeans that have any thing like an organized trade with Algier; and this is extremely fluctuating. The objects of export are: wheat, barley, pulse, olive-oil, wax, honey, bullock's hides, goat-skins, wild beasts' skins, wool, bullocks, sheep. The export of any kind of provisions is prohibited from Algier or its dependencies; except that by treaty with England it is permitted to send cattle from Oaran to Gibraltar. The articles of import that find a ready sale at Algier are: coffee, spices, allum, sugar, rum, cutlery, pig-lead, small shot, copperas, log-wood, red wood, tin, superfine woollens, fine irish linen, callico. (*ibid*, 241.) The proper name of this place is Al-jezair.—(Hydr. M.C.)

The late maritime wars created a great change in the commercial navigation of the Mediterranean, and more particularly in that of the turkish dominions, throwing the greater part of the coasting trade into the hands of the Greeks of the archipelago. This revolution commenced in 1796, when a great scarcity of corn prevailing in France, and the french, italian, and spanish flags not daring to shew themselves, a few Greeks were induced, for the first time, to venture across the Mediterranean with cargoes of wheat; which produced so great a profit, that more extensive speculations were entered into by the Greeks of several islands, and so rapid was the progress, that in 1800 they counted 800 vessels carrying on the trade of the Mediterranean. Of these, there belonged to the single barren isle of Hydrea, 200 square-rigged, of between 100 and 400 tons, some of them mounting 30 guns with 70 men for defense against the Barbary corsairs! (*ibid*, 419.)

Tunis.—This state is limited, on the W. by the river Zaino; which empties itself into the head of the bay of Tabarca, within the island of the same name; on the E. it extends to the gulph of Cabes (*Syrtis minor*). Its coasts are fertile, well-wooded and peopled; but have few good ports, and these are but little frequented. Tunis [*Tunes*] is situated upon a lake [*lagoon*] entered by a narrow strait with only water for boats, and defended by a fort. It is built in a valley between two hills, is three miles in circumference; contains 10000 houses, and about 50000 inhabitants, composed of Moors, Turks, Jews, renegados, negros, and Kabyles, (or mountaineers). The streets are narrow, the houses low, and the whole has a poor appearance. The town has but one well of fresh water, which is reserved for the use of the *Pasha* (or *Bey*) and the inhabitants depend on the rain water they preserve in cisterns. The ruins of Carthage are about ten miles N.E. from Tunis, and consist of some very feeble vestiges. A promontory named Cape Carthage is between them and Tunis, and on the S. of it, ships having business at Tunis cast anchor. Tunis has had a very considerable export trade within these few years, since the cultivation of corn and olives has been encouraged, and the intercourse with Europeans has considerably civilized the Tunisians. The objects of export are :—wheat, barley, beans, olive-oil, wax, honey, hides, wild-beasts'-skins, wool, madder, ivory, gold dust, scarlet [skull] caps, senna, soap, sponge, cotton, ostrich feathers, orchilla weed. The corn goes chiefly from Biserta to France, Spain, and Italy; the olive-oil from Tunis, Soliman, and Susa, principally to France; sponge from Susa to Italy and Spain; soap, hard and soft, made of olive-oil and barilla, to Italy and Spain. The orchilla weed is collected near the ruins of Carthage, and among the rocky mountains east of Tunis; it is of a very inferior quality. Great quantities of wool are exported from most of the ports of Tunis, chiefly to France, where it is manufactured into the cloths called *Londrins*, and sent back to Barbary (and also to the Levant market). The ivory and gold arrive at Tunis by caravans from Tombukto in the interior of Africa. The imports to Tunis are, from Tripoli madder-root and senna; from Morea, dried fruits; from Syria, india muslins, cottons, carpets, silks, opium, copper, tobacco; from Trieste, glass-ware, timber, iron, fine linens, woolens; from Spain, wine, brandy, wool (for the manufacture of red caps), naval stores; from France, hard ware, watches, trinkets, fine linen, woollen cloths, sugar, coffee; from Leghorn, Swedish iron, lead, quicksilver, aqua-fortis, spices, stick-lac, gum-benzoin, sheet-iron, alum, copperas, sugar, coffee, cloth, cochineal, logwood, nails, fine linen. The Tunisians consume a considerable quantity of english goods (particularly coarse woollens) which they receive *vid* Leghorn, english and french merchants pay 3 *per cent. ad valorem* on their goods, (naval and military stores excepted, which are duty free); other nations pay 10 *per cent.* (*ibid.*)

TRIPOLI.—These dominions, including the great desert of Barka, are limited on the W. by the river Tabarca; and on the E. by the tower of the Arabs, where Egypt is usually considered to commence. Of this extent the desert occupies the space between the gulph of Sidris (*Syrtis major*) and Egypt. The city of Tripoli is four miles in circumference, and has a castle, which, although inhabited by the reigning family, is in ruins; and the place altogether seems to be fast declining. It has a triumphal arch dedicated to MARCUS AURELIUS ANTONINUS and LUCIUS VESUS. It manufactures some cloths. (*ibid.* 345.)

EGYPT.—Exports of its produce:—rice, wheat, dates, fruits, raw silk, oil, soap, leather; ivory, ostrich feathers, ebony, from the interior of Africa. Coffee of Arabia. The greater part of the gums and resins used in medicine are also brought from Egypt; which receives them from the east coast of Afric, Arabia, Persia, and India. (*ibid.* 432.)

WAHEBBI.—See N.C. xxiv, 293. 371; xxiv, 242.

BLACK SEA.—In 1803, 815 vessels from the Mediterranean entered the russian ports; and the return cargos were almost entirely corn, loaded at the ports of Odessa, Taganrog, Kaffa (or Theodosia), Koslov, Sebastopol, Kherson. They sailed under the several flags of Austria, Russia, Ragusa, 7 Ionian Isles, France, England, Turkey, Spain. Their destinations were, Trieste, Messina, Cephalonia, Genoa, Leghorn, Corfu, Barcelona, Marseille, Naples, Malta, Archipelago, Zanté; and 155 sailed without declaring their destination on account of the war. The exports from Roomelia and Bulgaria, by the ports of Varna (*Odessus*), and Boorgos are:—wheat, tobacco, hides, tallow, iron, hare-skins, wax, honey, yellow grains for dying. To which may be added from Moldavia and Valakia by the Danube, wool, butter, hemp, masts, ship-timber, and pitch.

MALTA.—Though possessing great advantage of situation for commerce, had under its knights but a single square-rigged vessel, these sovereigns deriving the greater part of their incomes from the possessions of the order out of the island, were not under the necessity of trying to enrich themselves by commerce; at the same time that they dreaded the native maltese bettering their own condition, and looking towards independence: hence the trade of Malta was restrained by prohibitions, duties, and monopolies. The English having none of these motives to actuate them, the speculations of the inhabitants were freed from all restraints, and the island has latterly been a vast magazine of british merchandize; several hundred vessels visiting it every year. (*Mar. Geogr.* 417.)

BARBAROSSA (*Aruch*).—A well known pirate who made himself master of Algier, and murdered the King SELIM, whom he had come to assist against the spanish invaders. He afterwards made himself master of Tunis, and of Tremezan. His success was stopped by GOMARES, governor of Oaran; but when besieged in the citadel, he made his escape; yet though he strewed the way with silver and gold, he was overtaken and cut to pieces, 1518, in his 44th year.—(*Universal Biography.* J. LEMPRIERE, D.D. 1808.) "After FERDINAND'S death, with the consent of their prince, SELIM EUTIMI, they sent to ARUCH BARBAROSSA, who was then at Hegir, a place on the side of the mid-land sea, distant from Algier eastward 180 Italian miles, entreating him to make all the haste he could with his Turks and gallies, to deliver them out of the hands of the Christians, who much incommoded them by the fort, promising to reward him nobly for his pains, Barbarossa immediately comes thither, and in a short time secretly murthered Selim Eutimi in a bath. Which done, he caused his own soldiers to proclaim him king, then summoning the wealthiest citizens, he forced them to acknowledge him: whereupon he coined money, new fortified and garrisoned the city, made himself master of Tenez, and the country round about, subjected Tremizen, by the help and treachery of the natives, who joined with him against their king, and became dreadful to all his neighbours. But divine justice at length gave a check to these successes, by his death; for in the year 1517, by the Marquess of Comares, who was marched out of Oaran against him, in the behalf of the dispossessed king of Telemsin, with 10000 Christian soldiers at the river Heuxda, he together with 1500 Turks were killed. After his death, his brother, Shered-din Barbarossa, was chosen king by a general consent; who, though a man of great valor and conduct, yet sent a galley with letters to the *Grand-Signor*, desiring his assistance and protection against the Christians: very readily did the Turk consent to his request, sending thither 2000 native Turks. Thus fell this city and kingdom to the *Grand-Signor*, to whom it is yet subject, governed by a viceroy, who is entituled a *Bassa*, to whom the Christians give the style of Highness."—(*Africa*: by John Ogilby: London, 1670.)

Poetry.

RICHARD THE FIRST.

A Poem in xviii books, by Sir J. B. Burges.—(London, 1801.)

Extracts containing topographical allusions to places in Palæstine, named in the Biographical Memoir of Captain J. W. Wright, R.N.

BOOK I, STANZA 12.

THE tow'rs of Solyma his sway confess'd;
Sidón obey'd his overwhelming hand,
Nor could Beritus,* by his arms oppress'd,
Or Ascalon, his fierce attack withstand.
Against Neapolis by conquest fann'd
He led his host victorious; Iaffa's loss
And Caesarea's fall inspir'd his band:
Nor with less praise did fame his triumphs gloss,
When from proud Acré's walls he drew the sacred cross.

VI, 34.

Now were again our pennons high display'd;
From Famagoosta, where in order due
And princely state our galleys were array'd,
Once more we sought our progress to renew:
Quickly across the green expanse we flew;

---

* Berytus.—The poet seems to have used a poetical license both as to the orthography and prosody of this name.

Sidon we pass'd, by fav'ring gales impell'd;
Scandalion's lofty towers next met our view,
And soon proud Acré's rampart we beheld,
Where rag'd the fiend of war unsated and unquell'd.

35.

Those high deserving peers, whose generous zeal
Led them on Palestine's ensanguin'd plain
To vindicate by arms the christian weal,
It would but ill become me to detain,
By repetitions or descriptions vain,
Of Acré's vaunted strength and ramparts high.
When of her tow'rs no vestige shall remain,
The deeds there wrought shall lofty themes supply,
To grace th' heroic page, and charm posterity.

41.

Recruited thus, the valiant Chiefs disdain'd
In inactivity their hours to waste:
The heights of Acré rapidly they gain'd,
Their engines dire of war in order plac'd,
Spread their wide camp, and far their leaguer trac'd.
From his high towr's bold CARACOS survey'd
Their host, as onward they advanc'd in haste;
And, as he fitting preparations made,
Heard their loud cries, and mark'd their numbers undismay'd.

69.

So in the seas which Africa embrace,
When hosts of finny tyrants through the deep
The persecuted *exocætus** chase;
His course aërial should he try to keep,
And o'er the waves with moistened wing to sweep,
Unnumber'd birds of prey his flight await:
Pois'd in the air, or plung'd 'mid billows steep,
Where e'er he turns he meets impending fate,
And nature's doubl'd gifts augmented risk create.

VII, 14.

The lord of day now ting'd the eastern sky,
As his first glowing beams of light he shed
On Acré's battlements and ramparts high,
We view'd their threat'ning front and turrets dread,
The widely-yawning moat which clos'd its vast extent,
Flank'd with full many a tow'r, whose lofty head
Frown'd o'er the plain all access to prevent,
Seem'd against Gallia's force a barrier to present.

---

* *Exocætus.*—The flying-fish.

55.

No valor could such modes of war sustain :
Yet, whatsoever valor could perform,
The gallic troops effected, though in vain :
Amid the perils of the fiery storm
As sank the leaders, a succeeding swarm
Strode o'er their corses and assail'd the wall :
Though death was present in his strangest form,
Nought could suffice their courage to appal ;
One impulse seem'd to guide and animate them all.

VIII, 9.

He [FERRAND] breath'd a sigh, and sank in death's embrace,
I felt his worth my fond attention claim,
And gave commandment his remains to place
In Acré's holy temple, as became
A Chief renown'd for truth, and early known to fame.

62.

And fearful lest his progres might be check'd,
From Mahumeria he decamp'd in haste ;
And crossing Belus' stream his route toward Iaffa trac'd.

68.

Along the sea-girt shore our way we trac'd,
Where craggy rocks in wild disorder plac'd,
Frown'd o'er the deep, and mock'd the raging tide,
Through Belus' clear and rapid stream we pass'd,
Whose wond'rous sands to Venice first supplied
Her mirrors fam'd, and spread her matchless fabrics wide.

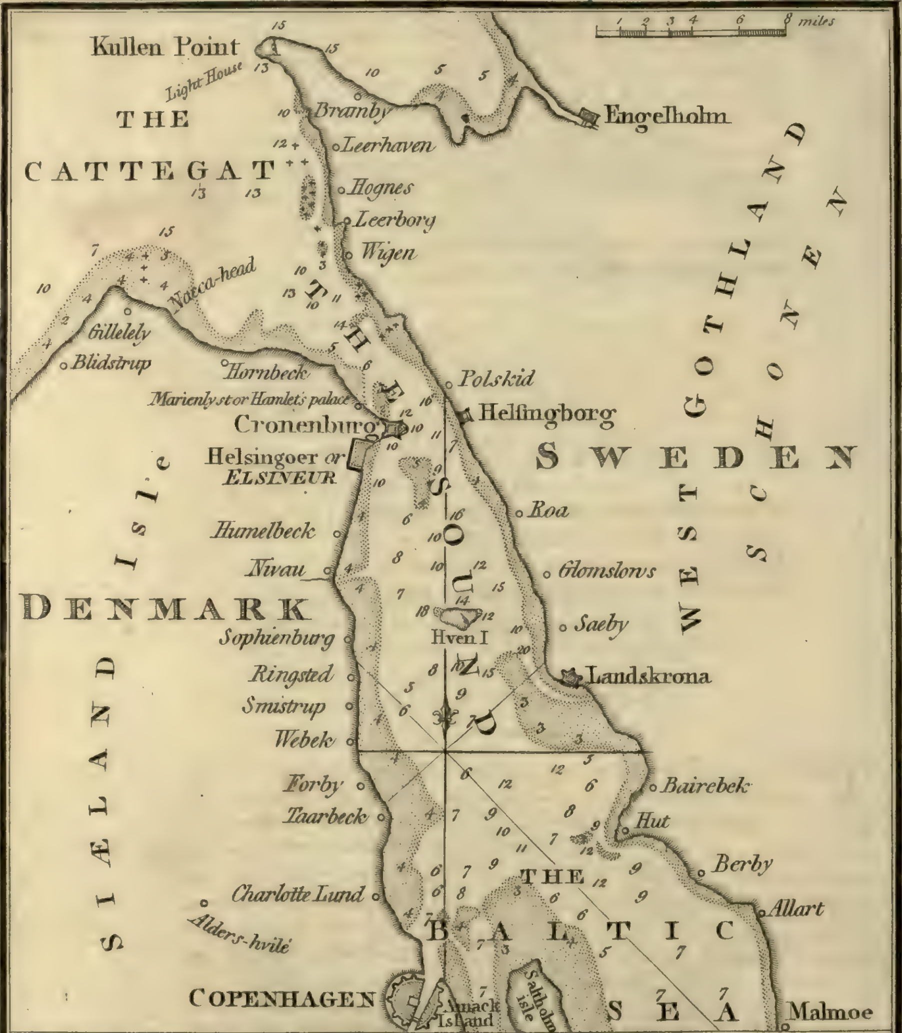
69.

Then Zabulon, no more renown'd, we saw,
And Caïphas distinguish'd by the name
Of him who once pronounc'd the Jewish law.
We left them both, and to Mount Carmel came,
Where erst the blest ELIJAH stamp'd with shame,
The prophets who their BAAL foul ador'd :
There he invok'd from heaven th' avenging flame,
O'erthrew their fanes, destroy'd their rites abhorr'd,
And to their king abash'd proclaim'd th' Almighty Lord.

IX, 77.

Unsated with delight, we now advanc'd
To Iaffa, where amid the waves was lanc'd
The prophet, who when spoke th' eternal lord,
By contumacy his offense enhanc'd.

THE SOUND.



The Sound, Sundt *or* Qresund, *a strait uniting the Baltic with the North Sea, and separating the Kingdoms of Denmark and Sweden. At Elsineur, a toll is paid by every Ship passing the Sound. Latitude 56. 0. North. Longitude 13. 23 East from the meridian of London.*

Published Oct. 31. 1815, by J. Gold, Naval Chronicle Office, 103, Shoe Lane, London.

78.

The pagan armies now the coast had left,
And all the regions which from Pharan lay
To Anti-Libanus, of aid bereft,
No longer own'd the saracenic sway.
I bade my queen in Iaffa's fortress stay
Accompanied by CHARICLÆA fair,
While to the south I should direct my way,
Where Ascalon requir'd my parent care
To rear its ruin'd walls, its towers to repair.

X, 19.

Before us far as could extend our sight,
A level plain to Iaffa's port was spread.

XI, 12.

As thus he spoke, drawn forth in martial state,
By GOURNAY led, appear'd a gallant train,
On Asia's heir with due respect to wait.
With brave MELCALEZ' bier o'er Iaffa's plain
They march'd, the tow'rs of Thamnathsar to gain.

45.

Thus speaks the king whom Asia's realms obey,
Far as from Sorec's stream to Acré's plain;
Let all the coast confess the christian sway;
Let Ascalon to neither power remain, &c.

PLATE CCCCXLVII.

THE Ore sund* (commonly called the Sound) is the channel between the coast of Sweden and the Danish isle of Siæland (Zealand); its entrance from the Cattegat is between a mass of rocks on the Swedish shore named Kullen, and the N.E. part of Siæland; and it terminates toward the Baltic, between Falsterbo, in Sweden, and Cape Steven, in Denmark: its breadth, where narrowest, between Helsing-oer (Elsineur) and Helsing-borg, is 2840 English yards, or 1⅝ mile, measured on the ice: from hence it widens towards the Baltic; and between Kiobenhaven (Copenhagen) and Landscrona, it is full six marine leagues. The greatest depth of the Sound, where narrowest, is 19 fathoms, and the deepest water is on the Danish shore; the Swedish being shole, and growing sholer from the accumulation of sand. The post passes between Helsingoer and Helsingborg, in each of which towns is a post-office, for the reception, despatch, and delivery of letters, the examination of travelling passports, and regulation of the passage-boats, which are undecked and worked both by sails and oars. On the Swedish shore of the Sound, the place first in order is the Kullen, a rocky mass, which projects towards the sea in imposing forms; and on its highest point, 200 feet above the sea, is a fire-tower, to which the English pilots have been pleased to affix the name of the Koll. Four miles southward from this is Leerhamn, then Hogana, Leerborg, Wigen, and Polskid, villages or hamlets of little consequence. Helsingborg is inconsiderable as to size, having but 1650 inhabitants, is interesting from its situation on the narrowest part of the Sound. It is built against a mountain formerly surmounted by a fortress, of which there remains but a single tower, from whence is a commanding prospect of the Sound, a portion of the Baltic, and of the Cattegat, and over almost the whole of the island of Siæland. The sides of the mountain are cut into terraces, made into gardens: in digging these, shells and other fossil substances are found in strata analagous to those at equal elevation on the opposite coast: At the mountain's foot issues a mineral spring, offering some similarity to that of the Bristol hot-wells. The usual ferrying place of the Sound between Sweden and Denmark is here. Landskrona, 4 leagues S. from Helsingborg, has near 4000 inhabitants: it is a staple town, and has a small well-sheltered port, with 20 feet water. It is defended by a fortified rampart and counterscarp, by a citadel, and by a fort on a little sandy island. Between Helsingborg and Landskrona is the village of Roa; and between Landskrona and Malmoe are those of Bairebek, Hut, Berby, and Allart. Malmoe contains 5000 inhabitants, is pretty well fortified landward, and has considerable commerce, though its port is capable of receiving only small craft, and is also subject to be encumbered with sand. Its road for large ships is within a bank, which renders the access difficult. Proceeding southward from Malmoe, we meet in succession with the villages of Linhamn, Hokoeping, Pile, and Haslos. Skänor and Falsterbö are situated on a peninsular point that marks the entrance of the Sound from the Baltic: the former, which is the northernmost, has 150 inhabitants, the latter 250. Close to Falsterbo is a fire-tower, to direct mariners clear of a reef that runs off from the point.

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* ORE-SUND.—*Ore* in Swedish and Danish signifies shole or sandy shore: *sund* is a strait between two islands, or between an island and the main-land.

We now return to the northern entrance of the Sound, and cross over to the Danish shore.

It is singular that although the insular territory of the Danish crown collectively bears the name of Danmark (which we corruptly and inconsistently spell Denmark), that name does not exist in any particular island, or province. These islands have been the seat of a monarchy from the earliest times. They form three governments, or grand-bailiwicks; of which the first comprehends Siæland, Moen, and some lesser islands, with the island of Bornholm in the Baltic.

Siæland, the principal of the Danish isles, is 24 leagues long, and 20 to 14 broad, containing 2112 square miles, and 250,000 inhabitants. On several parts of its coasts are spaces of rocky cliffs of limestone, chalk, and pyrites, called *klints*, of which the most remarkable, 125 feet high, forms the S.E. extremity of the island, and is called "Steven's klint." Gilleleyhead is the N. point of the island; a league E. from which is Nacca-head, forming the entrance to the Sound, with 2 light-houses. Helsingoer is a considerable town, over against Helsingborg, containing 7000 inhabitants, and respectably fortified both landward and seaward. Its anchorage for shipping is only a road, although it has a haven for small craft, which might be made to receive moderate sized vessels at small expense. The consuls of the trading nations reside here; and at its custom-house the tolls of the Sound are paid. Its chief prosperity is derived from supplying ships with necessary articles. Passage-boats, as has been already noticed in our perambulation of the Swedish shore, are always ready to ply between this place and Helsingborg. Cronborg, or Kronenborg (Crown-castle), is a royal residence half a mile northward. It is quadrangular, built of freestone, in the gothic style of architecture, with a tower at each angle, moated and flanked with bastions. It mounts a great many cannon: but its position and construction render it an edifice more serving for shew than defense. Besides the royal residence, it contains an apartment for the governor, a church, a corn-magazine, and other necessary appendages of a fortress. One of its turrets serves as a light-house. All vessels passing the castle are obliged to lower sail in token of obedience to its jurisdiction, and foreign ships of war salute it as a mark of respect. Here Queen MATILDA, consort of CHRISTIAN VII. and sister of our reigning king, GEORGE III. was confined, until removed to an asylum in her brother's German dominions. Half a mile from the castle, on an eminence commanding a fine view of the Sound, is a modern-built royal villa, called Marienlyst, in the garden appertaining to which tradition places the scene of the murder of HAMLET's father: thence it has obtained the popular name of Hamlet's garden.

Kiobenhaven, Koebinghamn, (commonly called Copenhagen), forms the subject of another plate, and corresponding descriptive chapter: therefore we shall close the present article (the materials of which are principally derived from TUCKEY's *Maritime Geography*), with merely observing, that this city is the capital of Denmark, and stands towards the S.E. extreme of the island of Siæland, in latitude 55° 41′ N. longitude 12° 34′ E.

J. S. S.

NAVAL HISTORY OF THE PRESENT YEAR, 1815.

(September—October.)

RETROSPECTIVE AND MISCELLANEOUS.

THE work of Peace, however slow, advances with a firmness of pace, that gives us a rational expectation of its stability. The monarchy of France, in the person of Louis XVIIIth, begins to appear constitutionally and loyally supported. The professions and representations of the Chambers are honorable and true, and demand a correspondent action on the part of the executive power, which is too obviously necessary to admit a doubt of any further suspension beyond the time requisite for the form and order of proceedings. *Fiat ad legem Justitia.*

The long and gigantic warfare imposed on us by the French Revolutionists, has in its end produced consequences which, though naturally resulting, excite at once our pity and reprobation. The employments of war must consequently terminate at the accession of peace; and we now find many of our brave seamen driven to acts of outrage,* which have occasioned an intervention on the part of government, that we trust will repress the violence and obviate the cause, *firmly*, but *leniently*. A Proclamation, backed by a military force, has been issued, and is promptly effecting the desired purpose.

A recent survey has been made of all the signal stations along the coast, some of which have been found almost completely demolished. The following will be found to be nearly correct as to the number of signal stations about to be erected for the prevention of smuggling:—On the coast of North Britain, 8 stations; Northumberland, 5 ditto; Durham, 3 ditto; Yorkshire, 4 ditto; Lincolnshire, 4 ditto; Norfolk, 11 ditto; Suffolk, 11 ditto; Essex, 15 ditto; Kent, 13 ditto; Hants and the Isle of Wight, 7 ditto; Dorset, 9 ditto; Devon, 11 ditto; Cornwall is complete, 14 ditto; Pembrokeshire, 1 ditto; Isle of Anglesea, 2 ditto; Caernarvonshire, 1 ditto; Flintshire, 1 ditto; Cheshire, 1 ditto; Lancashire, 2 ditto; Island of Alderney, 1 ditto; Guernsey, 5 ditto; Sark, 1 ditto; Jersey, 10 ditto; county of Dublin, 2 ditto; Cork complete, 18 ditto; Kerry, 6 ditto; Clare, 7 ditto; and Donegal, 5 ditto.

The signal-stations are re-erecting on the coast of Kent, and four additional ones putting up; the eastern coast of England, and westward to the Lands End, will also have them, all on the Semaphoric system, and expressly intended to put a stop to the extensive introduction of all sorts of prohibited articles, which daily arrive; they will also afford employment to many discharged officers of the royal navy.

A very extensive Code of Signals, which was presented to the Admiralty by Sir Home Popham, is expected to be adopted: it has undergone a very minute examination by a committee of flag-officers, since which it has been printed.

A new telegraph has also been submitted to government, which, from its simplicity and comprehensiveness, is most likely to supersede all other telegraphs. The Duke of York has ordered some to be made for the use of the army.

SLAVERY.—It appears from an article in *The Gazette de France*, that the Congregation of the Missionaries to Africa had recently transmitted to the Court of Rome a report of the number of Christians, of all denominations, who are detained in the most cruel and degrading servitude, by the infidel Regencies of Algiers and Tripoli alone; they amount to no less than FORTY-NINE THOUSAND.†

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* *Vide* page 292.

† See Sir S. Smith's Memorial, page 241.

METEOROLOGICAL REGISTER.

From Sept. 25th, to Oct. 25th, 1815.

Kept by C. Blunt, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure			Temperature.			
			Max.	Min.	Mean.	Max.	Min.	Mean	
🌗	26	S	29·34	29·80	29·812	70	44	59·75	Rain during night.
	27	S	30·11	29·94	29·997	72	38	58·5	Rain
	28	S	30·15	29·99	30·062	68	44	55·75	Fair
	29	SW	29·54	29·41	29·427	67	45	57·75	Rain A.M.
	30	SW	29·66	29·64	29·65	66	43	57·5	Rain at night.
	1	W	29·82	29·82	29·82	66	42	57·75	Rain
●	2	W	30·12	29·90	29·982	65	41	57·25	——
	3	SW	30·20	30·13	30·157	62	41	55·75	——
	4	S	30·11	30·04	30·075	63	40	55·75	——
	5	S	30·06	29·99	30·013	60	38	52	——
	6	S	30·07	29·95	30·00	60	40	51·75	——
	7	E	30·30	30·22	30·217	58	42	51·5	——
	8	W	30·20	30·20	30·20	57	43	51·75	——
	9	SW	30·06	30·03	30·042	55	42	49·5	——
🌓	10	E	30·03	29·88	29·935	54	41	51	——
	11	E	29·80	29·68	29·735	53	40	48·5	——
	12	E	29·74	29·71	29·722	53	35	46·75	——
	13	SE	29·77	29·74	29.755	54	35	46·75	Fair
	14	SW	29·74	29·72	29·735	58	40	49·25	Rain
	15	S	29·78	29·78	29·78	60	41	53·75	Fair
	16	S	29·84	29·80	29·827	65	45	53·5	——
	17	S	29·86	29·83	29·887	63	36	51·25	——
○	18	S	30·00	29·63	29·827	64	41	50·5	Rain
	19	SW	29·56	29·43	29·467	66	45	53·5	——
	20	S	29·50	29·40	29.46	66	45	53·75	——
	21	S	29·75	29·53	29·615	67	35	53·	Fair
	22	SW	29.66	29·66	29·66	66	36	52·	——
	23	SW	29·61	29·54	29·577	67	45	54·75	Rain
	24	SE	29·53	29·50	29·513	66	41	52·5	——
	25	SW	29·57	29·54	29·555	60	41	51·25	——

RESULTS.

Mean barometrical pressure 29·7538			Mean temperature		53·7094
Maximum 30·3	wind at	E	Maximum 72	wind at	S
Minimum 29·41	———	SW	Minimum 35	———	E

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
0	0	4	2	12	9	3	0

	Mean Barometrical Pressure.	Mean Temperature.
From the last quarter on the 26th of Sept. to the new moon on the 2d of Oct.	29·794	57·333
——— new moon on the 2d, to the first quarter on the 10th	30·135	53·156
——— first quarter on the 10th, to the full moon on the 18th	29·797	52·594
——— full moon on the 18th, to last quarter on the 25th.	29·533	52·714

Letters on Service,

Copied verbatim from the London Gazette.

ADMIRALTY OFFICE, SEPTEMBER 18.

Copy of a Letter from Rear-admiral Sir Philip Charles Durham, K.C.B. Commander-in-chief of his Majesty's Ships at the Leeward Islands, to John Wilson Croker, Esq.

SIR, *Venerable, Saintes, August* 15, 1815.

THE Lords Commissioners of the Admiralty being aware of the projected expedition against Guadaloupe, so soon as the commander-in-chief of the forces, Sir James Leith, had assembled a force at this rendezvous sufficient to ensure a prompt and decided reduction of that island; the last division of the troops having arrived on the 7th instant; the island having been reconnoitred by the commander-in-chief of the forces, and myself, aided by that distinguished and indefatigable engineer, Sir C. Shipley, the places of debarkation having been determined upon, all overtures to the enemy having been rejected with scorn, and the rainy and hurricane season having set in, not a moment was to be lost.

I beg you will be pleased to inform their Lordships, that I sailed on the 8th instant. having on board the 15th regiment, in company with the vessels of war and troop-ships as per margin,* fifty-three sail of transports and hired vessels, with five thousand men, a corps of artillery, and the usual appendages to the army, and proceeded to the weathermost landing-place, Sainte Sauveur (it had been proposed to have landed in three divisions at the same time, but the want of boats put that out of our power), where, from the admirable position taken up by Lieutenant George Tupman, acting captain of the Chanticleer, who swept the beach of the few troops that made their appearance, and the troops being covered by the Fairy and Espeigle, the debarkation was soon effected.

We then dropped down to the next landing-place, Grand Ance, where we found a large body of troops, and a battery, commanded by the Comte De Linois and General Boyer. I ordered Captain Baker, of the Fairy; Captain Chads, of the Columbia; and Captain Fleming, of the Barbados, to cover the landing of the troops; and from their well-directed fire the battery was soon silenced, and the enemy drove back to a respectable distance; two thousand men were then landed, under the command of their gallant commander-in-chief, without the loss of a man. It being now dark and late, and the boats not yet returned, I postponed the third landing until the following morning, when it was accomplished with equal success on the lee part of the island, near Baillif, under cover of the Columbia, Chanticleer, and Muros, in the face of a very large force, who retreated to the heights, and there capitulated on the morning of the 10th instant (a copy of the terms I herewith enclose for their Lordships' information †); a few ships and the floating property that remained were immediately taken possession of.

It may be presumption in me to risk an opinion respecting the conduct of the army after they were on shore; but I trust, having witnessed the gallant manner in which they immediately advanced and drove back the enemy, as well as the general plan of attack, I may be permitted to express my admiration.

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* Dasher, Fairy, Espeigle, Columbia, Barbados, Muros, Chanticleer, and Fox and Niobe troop-ships.

† Sir James Leith's despatches.

The commander-in chief of the forces, Sir J. Leith, having frequently of late honoured me with his company on board the Venerable, I should not do justice to my feelings were I not to express to their Lordships how much the country is indebted to his zeal, ability, and indefatigable exertions in forwarding the King's service.

I need not state to their Lordships the great exertions and fatigues which the officers, seamen, and marines, of this small squadron have experienced, in collecting, embarking, and disembarking troops, &c. &c.; but I can assure their Lordships, that every man most cheerfully exerted himself to his utmost, and I beg leave to recommend them to their Lordships' notice. The captains employed on this service are all commanders.

I feel very much indebted to his Excellency the Comte De Vaugiraud, for the assistance he rendered the service in sending the two corvettes and a schooner, as per margin,* with troops from Martinique.

I trust I shall not be doing an injustice to the squadron, by particularly expressing my gratitude to the few officers of the Venerable, who have so long followed my fortune, and supported me with their most active exertions, in forwarding the service at all times; particularly Lieutenant Parr, who has done the duty of first lieutenant ever since I have been in this country.

This despatch will be delivered by my flag-lieutenant, Francis Wemyss, an intelligent and zealous officer, who will give their Lordships any further particulars; and I beg leave to recommend him to their Lordships protection. I have the honour to be, &c.

To J. W. Croker, Esq. &c.

P. C. Durham,

Rear-admiral, Commander-in-chief,

SIR, *H. M. S. Venerable, August 3.*

We send you a Proclamation, which it is our intention to circulate upon landing at Guadaloupe.

It is unnecessary to make any comments on the contents, as they are applicable to you, Sir, as well as every other individual of the colony.

We are, Sir, yours, &c.

(Signed) James Leith,

Lieutenant-general, Commander of his Britannic Majesty's Land Forces, &c.

P. C. Durham,

Commander-in-chief of his Britannic Majesty's Naval Forces.

To le Compte De Linois, &c. Guadaloupe.

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* Acteon, Monsieur De Venancourt, capitaine de fregate; Diligent, Monsieur De Pontever, Lieutenant de vaisseau; Le Messager, schooner, Monsieur D'Ozonville, capitaine de fregate.

PROCLAMATION.—(TRANSLATION.)

By Lieutenant-general Sir James Leith, K. G. C. B. &c. &c. commanding in Chief his Britannic Majesty's Forces in the Leeward Islands, and Rear-admiral Sir C. Durham, commanding in Chief his Majesty's Naval Forces.

INHABITANTS OF GUADALOUPE!

The misrepresentations and artifices which have been employed to deceive you with regard to the true situation of Europe, the principles resulting at the same time from despotism and anarchy, by which your revolutionary Chiefs have conducted you to the brink of the precipice on which you stand, can no longer prevail. The veil is torn—your eyes are opened.

You are not ignorant that it was the intention of our Sovereign to furnish every assistance for the support of your legitimate government; but these generous offers have been rejected by the men who have misled you.

We consequently come with a formidable military and naval force, to place Guadaloupe under the protection of his Britannic Majesty.

The loyal and honourable supporters of Louis the Eighteenth will see, that after having done every thing which depended on us to maintain the white flag, no other alternative remained, either for the salvation of Guadaloupe, or for our own security, but to hoist the British standard.

We are not the less, however, the Allies of the legitimate government of France, and we invite all good and loyal Frenchmen to rally round us.

It is necessary to make known to you the situation of Europe and of France, which has, no doubt, been concealed from you by your revolutionary Chiefs. Buonaparte has been defeated by the Duke of Wellington and Prince Blucher, in a great and decisive battle, fought on the 18th of June—his army annihilated, and all his artillery and baggage taken. The usurper fled with some of his perjured generals, and reached Paris, where, knowing how desperate was his situation, he abdicated the pretended Imperial Crown.

The Allies were at La Fere and at Laon on the 24th of June, in full march on Paris, where they would arrive on the 26th; there was nothing to oppose them.

The Austrians and Russians were penetrating into France, in mass, by Italy, Switzerland, and Alsace. At the same time, his Most Christian Majesty had re-entered France, and by the latest accounts was advancing from Cambray.

The terms upon which we propose to receive the colony, and the consequences which will result from a refusal, are briefly these:—

As there is reason to believe that many officers and soldiers of the line have only yielded to circumstances, and served under the tri-coloured flag, merely with the hope of seizing the first favourable opportunity to evince their loyalty; those who shall immediately so declare themselves, shall be admitted to the protection of the British flag, and shall be recommended in the strongest manner to Count de Vaugiraud, Governor-general of the French islands, and Representative of his Most Christian Majesty.

All officers and soldiers of the line actually serving under the tri-coloured flag, who shall so declare and separate themselves from the partizans of Napoleon Buonaparte, and who shall surrender with their arms to the British forces, shall be sent to France as prisoners of war, to be disposed of according to the orders of the Duke of Wellington. The officers and soldiers who shall thus surrender themselves, shall preserve their baggage.

The militia and other inhabitants, in arms under the tri-coloured flag, who shall immediately separate themselves from the troops of the line serving under the revolutionary banner, and lay down their arms, shall be permitted to return immediately to their respective homes, where they shall be protected as well as their property.

Every officer or soldier of the line who, after the publication of this notice, shall continue to oppose the arms of his Britannic Majesty, shall be sent a prisoner of war to England.

Every officer or soldier of militia, and every other inhabitant, who after this Proclamation shall be found in arms, shall be treated as a prisoner of war, and sent immediately out of the colony to be placed in confinement.

Provided Guadaloupe shall immediately submit to his Britannic Majesty's forces, and its inhabitants shall take an oath of fidelity for the time the colony may remain under British dominion, the inhabitants and their private property shall be protected, and the commerce of the colony shall be placed upon a more advantageous footing than during the last war.

The religion and laws of the country shall be respected.

No person who shall avail himself of the advantages of this Proclamation, shall be molested on account of his opinions or political conduct, previous to the day of its promulgation.

Every person who shall not immediately avail himself of this Proclamation shall be treated, as well as his property, according to the laws of war and the right of conquest.

(Signed) *James Leith.*
P. C. Durham.

(TRANSLATION.)

Capitulation between his Excellency Sir J. Leith, G. C. B. &c. &c. and the Count De Linois and Baron Boyer De Peyreleau.

Conditions demanded by his Excellency Rear-admiral Count De Linois, Governor-general of Guadaloupe, and the Adjutant-general Boyer, second in command in that colony, addressed to his Excellency Sir James Leith, commanding in Chief the British troops.

Art. I. The governor, the second in command, and all the French troops of the line, shall be sent to France as prisoners of war, as well as the persons composing the military administration.—Answer. The Count De Linois and Baron Boyer De Peyreleau, the French troops of the line, with the military administration, shall be sent to France to the Duke of Wellington, as prisoners of war, according to the tenor of the Proclamation of Sir James Leith.

Art. II. The officers shall keep their swords, and all the military their baggage.—Answer. Refused, with the exception of the baggage belonging personally to the military.

Art. III. All the national guards of the colony shall be allowed peaceably to remain at their homes.—Answer. The militia which have already withdrawn to their habitations shall be protected, as well as their respective property; but such as are still in arms shall be treated as prisoners of war, and immediately sent away.

Art. IV. No individual of Guadaloupe and its dependencies shall be molested for his past political opinions or acts, and shall be placed under the protection of his Britannic Majesty.—Answer. No one shall be molested by the British government on account of his political opinions or conduct to the present moment.

Art. V. The laws of the colony and private property shall be respected, and placed under the safeguard of his Britannic Majesty.—Answer. Granted, as far as respects the laws and private property on shore.

(Signed) *James Leith.*

Accepted the conditions proposed by his Excellency Sir James Leith, the 10th August, 1815.

(Signed) *Le Comte De Linois.*
Boyer De Peyreleau.

Conditions demanded by H. E. Sir J. Leith, &c. &c.

Art. I. All the forts, redoubts, and all other places furnished with artillery in the colony, shall be delivered up immediately to his Britannic Majesty's troops.

Art. II. All the eagles, tri-coloured flags, the public treasure, archives, plans, every thing which appertains to the administration civil and military, the magazines of every description, arms of all kinds, shall be immediately given up, as well as all other public property, to commissaries named by the general-in-chief.

Art. IV. All persons under arms who are comprised under these stipulations, shall march from their respective posts at three o'clock this afternoon, to be removed to their places of destination, having first surrendered their arms.

(Signed) *James Leith.*

Accepted the three above above Articles,

(Signed) *Le Comte De Linois.*
Boyer De Peyreleau.

Return of Killed, Wounded, and Missing, in an Attack on the Island of Guadaloupe, on the 8th, 9th, and 10th of August, 1815.

Staff—1 staff, wounded.

63d Foot.—3 rank and file killed; 1 captain, 1 lieutenant, 1 serjeant, 19 rank and file, wounded.

York Chasseurs.—1 serjeant, 9 rank and file, killed; 9 rank and file, wounded; 4 rank and file missing.

Royal West India Rangers.—6 rank and file wounded.

Royal York Rangers.—3 rank and file killed; 1 staff, 1 serjeant, 11 rank and file, wounded.

Total.—1 serjeant, 15 rank and file, killed; 1 captain, 1 subaltern, 2 staff, 2 serjeants, 45 rank and file, wounded; 4 rank and file missing.

Names of Officers Wounded.

Staff.—Lieutenant Reickards (96th foot), aide-de-camp to Major-general Douglass, slightly.

63d Foot.—Captain Lynch, severely; Lieutenant Wigley, slightly.
Royal York Rangers.—Surgeon Beresford, slightly.

J. H. Berkeley,
Dep.-Adj.-Gen.

SEPTEMBER 19.

Copies of Letters, and of their Inclosures, from Admiral Lord Exmouth, K.C.B. Commander-in-chief of his Majesty's Ships in the Mediterranean, addressed to John Wilson Croker, Esq.

SIR, *Boyne, off Marseilles, August 2.*

I have the honour to transmit you, for their Lordships' information, two letters, lately received from Rear-admiral Penrose and Captain Fahie, of the Malta, detailing the operations before Gaeta. It is thought that the Governor will not make a longer resistance, when he learns that Buonaparte has been made prisoner.

As the flotilla is not likely to be required in this quarter, I have instructed Colonel Robinson to return with it to its original station, and follow the orders they may have been under before, unless their services should be required at Elba or Gaeta.

I have the honour to be, &c.

To J. W. Croker, Esq. &c. Exmouth.

MY LORD, *H. M. S. Malta, off Gaeta, July 15.*

Since my last letter to your Lordship, of the 2d instant, we have twice communicated with the Governor of Gaeta, without any favourable result.

Having, on the 7th instant, acquainted him with Buonaparte's defeat, and sent him an official report of that event, which was transmitted to me for that purpose, by Rear-admiral Penrose, he demanded permission to send an officer to the head-quarters of the allied armies, to ascertain that fact, which was refused; and, to-day, he was summoned to surrender by the Austrian General commanding at Naples, which he rejected, declaring his determination to defend the place to the last, and abide the course of Buonaparte's fortune.

Of late, the desertions from the garrison have not been frequent, and we are assured that he has twelve hundred men, and provisions for four months.

The Austrian approaches have been continued with great perseverance, but under many difficulties, and the want of entrenching tools, which have been made for them on board the ships, as far as our iron would go. I have, however, the satisfaction to be assured, that their batteries will be ready to open at day-light on the 17th inst.; and I to-day concerted with the General on the points which the flotilla are to act against; but when your Lordship learns that these batteries are only mounted with fourteen twenty-four-pounders, sixteen twelve, and four mortars, you will not expect any decisive effect from their fire: our best hope, therefore, still rests on the chance of revolt in the garrison, when they learn the extent of the disasters which attended the enemy in France, and which we must contrive to send in to them.

Admiral Penrose, who is here, will decide on the force to be sent to your Lordship from this, after the proposed bombardment of three days ends. I have the honour to be, &c.

To the Right Hon. Lord Exmouth, K.C.B. Wm. Cha. Fahie.

MY LORD, *Queen, Gaeta Bay, July* 18.

I send Lieutenant Whitaker, in the borrowed schooner Luciano, to inform your Lordship, that the second day of the three proposed by the Austrian General of a fire against Gaeta is nearly over, without any apparent effect leading to a close.

It is intended, as soon after to-morrow as possible, that the Berwick, with part of the flotilla, shall sail for Genoa, and I feel it my duty to inform your Lordship of this intention, that you may be enabled to send orders to meet her, should you think proper to change her destination.

This service at Gaeta has been attended with great labour; and the personal exertions of Captains Fahie, Brace, and Colonel Robinson, as well as all under their command, have been great and meritorious in the extreme.

At the close of this attack, Captain Fahie will inform your Lordship of the particulars and result of this blockade.

I mean to leave this place to-morrow night for Naples, Messina, and Malta, to complete stores and provisions, and expect to be at the latter place on or about the 2d of August.

I hope the Sparrow will sail with the last of the transports from Naples for Genoa in a day or two, and I understand that General Maitland, in the Sabrina, sails for Leghorn on Saturday.

I have the honour to be, &c.

To Admiral the Right Hon. Lord Exmouth, K.C.B. &c. &c. &c.

C. V. Penrose,
Rear admiral.

SIR, *Boyne, off Marseilles, August* 21.

In reference to my letter, written on the 2d inst. I have now the honour to forward you, for their Lordships' further information, Captain Fahie's report on the late attack on Gaeta.

I have conveyed my approbation and thanks to Captain Fahie and the officers and men under his orders, for the persevering zeal and gallantry displayed throughout the whole of this arduous service, and have only to regret that their exertions have not been attended with a more successful issue.

The operations against Gaeta are now turned into a blockade.

I have the honour, &c.

To J. W. Croker, Esq. &c.

Exmouth.

MY LORD, *H. M. S. Malta, before Gaeta, July* 23.

I informed your Lordship in my letter of the 15th instant, that the Austrian batteries would be ready on the 17th.

Having previously agreed with the Austrian General on the plan of attack on the part of the flotilla, they took their positions at three o'clock, and at day-light the firing commenced simultaneously (the first gun from the batteries being the signal), and continued without intermission till past six, when the boats were drawn off to replenish their ammunition and refresh the men. At one o'clock the attack was renewed, and continued till the expenditure of the ammunition obliged us to retire. This was speedily supplied, and the flotilla in readiness to return to their positions, when the Austrian fire ceased, and I soon after received a letter from the General, acquainting me that his batteries had been nearly ruined, but that they would be restored, and ready to renew their fire at three o'clock the next morning. The flotilla accordingly took their position in the night, and, at the hour fixed, a heavy fire was recommenced on all sides, and only ceased on ours for the want of ammunition, at six o'clock: we were soon in a state to return to our posts, but the Austrian batteries had been again knocked up, and it was now completely evident, that they were too feeble to produce the desired effect, or to support for any time the superior fire which the enemy opposed to them from his commanding position. The General had, however, been ordered to persevere for three days; and we, therefore, agreed to make a final effort for that night. At eleven o'clock the attack was renewed, and continued till day-light. In all these attacks, the enemy's fire from the sea-face of his works was completely silenced.

The conduct of the flotilla throughout the operations here, and particularly in the more recent and animating scenes, has been highly zealous and meritorious, and I must beg leave especially to express to your Lordship my approbation of the conduct of the lieutenants of this ship and the Berwick, who, for nearly two months (with the exception of a very few nights), have in their turn been under the fire of this powerful fortress; and I must gratefully ascribe it to the extraordinary interposition of Providence, that I have the happiness of enclosing so small a list of casualties.

I have uniformly received from Captain Brace the most able and friendly assistance; and my best thanks are also due to Colonel Robinson, for the cordiality and judgment with which he has carried into execution all my wishes with respect to the flotilla.

As the operations against this place are now turned into a blockade, I shall send the Berwick immediately to join your Lordship, with all the gun-boats of the Anglo-Sicilian flotilla; but Colonel Robinson finds it impossible to accompany them, for reasons which he will state.

I cannot deny myself the satisfaction of bearing my humble testimony to the energies displayed by the Austrian General, Baron Laner, under all the difficulties he had to contend with, and to the persevering bravery with which his weak batteries were fought, against treble their number of guns pouring down on them; and it will be most gratifying to us, if your Lordship has the means of communicating these sentiments to the commander-in-chief of the Austrian army in Italy.

The destruction of Buonaparte's hopes, and the restoration of his Majesty Louis XVIII. have been communicated to the Governor of Gaeta; but he persists in his defence of the place; this conduct can only be the effect of despair; for it cannot be accounted for on any reasonable principle.

I forward herewith a report of killed and wounded.—I have the honour to be, &c.

To the Right Hon. Admiral
Lord Exmouth, K.C.B.
Commander-in-chief, &c.

Wm. Charles Fahie.

List of Killed and Wounded belonging to his Britannic Majesty's Squadron employed at the Siege of the Fortress of Gaeta, in Action against the Place, between the 24th of May, and the 22d July, 1815, *under the Orders of Captain Fahie, of H.M.S. Malta.*

Malta, 4 wounded; Berwick, 1 wounded.—Total, 5 wounded.

Malta—George Walker, landman, slightly wounded; John Stokes, ordinary seaman, ditto; William Quirk, ordinary seaman, ditto; Francis Grason, third class, ditto.

Berwick—Anthony Pendville, landman, gun-shot wound, terminating in an amputation of the left arm, very high up.

Wm. Charles Fahie,

Captain.

SIR, *Boyne, at Sea, September 2.*

I have the honour to forward you, for their Lordships' information, a letter addressed to me by Captain Fahie, of his Majesty's ship Malta, reporting the submission of the fortress of Gaeta, and the possession of it by the marines of the Malta, and by the allied troops, on the 8th ult.—A copy of the terms of submission is herewith transmitted.

In bearing testimony of the judicious and persevering skill with which this arduous service has been conducted by Captain Fahie, and seconded by Captain Brace, of the Berwick, and the respective officers under his command, I cannot refrain from bringing to their Lordships' notice the merits of the first lieutenants of the Malta and the Berwick, who have been constantly under the fire of the enemy's batteries (in command of the gun-boats) for these last three months. They have both been represented to me as very deserving officers, and their gallant conduct, during the whole of the siege, has been so repeatedly marked with commendations of their respective captains, that I venture to express a hope, their merit will find its reward in the favourable consideration of their Lordships.

The handsome encomiums by which the services of Lieutenant-colonel Robinson are appretiated by Captain Fahie, leaves me nothing to add beyond assuring their Lordships, that the same favourable report has been made to me of the zealous exertions of that officer since his assuming the command of the flotilla. I have the honour to be, &c.

To J. W. Croker, Esq. &c. Exmouth.

MY LORD, *H.M.S. Malta, Gaeta Bay, August 9.*

In my letter of the 2d instant, I expressed my intention of sending the next day to the Governor of Gaeta an account of Buonaparte's surrender, which having been done, I have now the pleasure to acquaint your Lordship, that it led to communications which terminated in the submission of that fortress yesterday. At six P.M. the Sea-gate was taken possession of by the marines of his Majesty's ship under my command; and the others by the Austrian and Sicilian troops; and this day the garrison marched out, and were disposed of according to the terms of submission (a copy of which is herewith transmitted); the four first articles having been dictated by his Sicilian Majesty.

Inventories are taking, but as they will employ some time, I do not think it necessary to wait till they are finished, as Colonel Robinson, who is appointed on our part, will remain, and send a copy when completed. There are 227 pieces of ordnance, 152 of which are mounted, and provisions remaining for near three months.

In acquainting your Lordship with the conclusion of this service, I cannot deny myself the satisfaction of again expressing my sense of the zealous assistance afforded to me by Captain Brace, while he continued under my orders, and Colonel Robinson, who did so to the last moment; and without meaning to attach more importance or merit to the operations in which we have been engaged, than they may be fairly considered to deserve, I yet venture to express my hope, that your Lordship will feel yourself at liberty to place them in such a light before my Lords Commissioners of the

Admiralty, as may obtain their Lordships' favour and consideration towards Colonel Robinson, and the first lieutenant of this ship, who is a most deserving officer. I have the honour to be, &c.

To the Right Hon. Admiral
Lord Exmouth, K.C.B.
Commander-in-chief, &c.

William Charles Fahie.

Articles of Submission of the Fortress of Gaeta, which the undersigned have established, in consequence of the Authorities given them.

Art. I. The commandant, M. Begani, commanding the fortress of Gaeta, will surrender the said fortress to his Majesty, Ferdinand the Fourth, King of the Two Sicilies, and all that it contains.

Art. II. His Majesty grants his pardon to M. Begani, but he will not admit him in his service. He will submit himself to the generosity of his Majesty respecting the necessary means (should he be in want) to undertake immediately to travel out of the kingdom.

Art. III. His Majesty grants to all Neapolitan officers and soldiers the same conditions which have been granted to his subjects in the capitulation of Capa Lanza.

Art. IV. The subjects of his Majesty the Emperor of Austria, and those of his Majesty Louis the Eighteenth, will remain at the disposal of their respective Sovereigns.

Art. V. The fortress will be surrendered to-morrow, the 9th inst. at four o'clock P.M. The marine port gate, as well as that of the land, will be occupied to-day, at six o'clock P.M. by the troops of the Allies, and this evening the commissaries will begin to take charge of the magazines.

Art. VI. The garrison will march out to-morrow, the 9th instant, at four o'clock P.M. by the land-gate, and will lay down their arms on the glacis. The officers will keep their swords. The standards and drums, as well as the musical instruments, will be left in the fortress.

Art. VII. The Neapolitan officers and soldiers will embark the same day at Castellone for Castel Volturno, where they will find means of conveyance by transports to Capua, the place of their destination. The families and equipages of the said officers will be likewise embarked on the same day at the Mole for Castel Volturno.

Art. VIII. The foreign officers and soldiers will embark the same day, the 9th instant, at Castellone, for Leghorn, where they are to wait for their destination from the Allied Powers. The said transports will be furnished at the expense of his Majesty.

Art. IX. Three separate stalls will be made of the foreign troops, as well as of the Neapolitans composing the garrison.

Art. X. The archives, plans, papers, projects, chests, magazines, provisions, ammunitions, artillery, fortifications, marine hospitals, and arsenals, will be delivered to-day to the commissaries appointed for the same; separate inventories in triplicate will be made of such deliveries, during which no person will be allowed either to enter the city, or to come out from the same.

Art. XI. The commandant, M. Begani, and the commissaries in charge of the fortress, will be strictly responsible that the whole of the effects of government property, as well as those of Murat, which may be there, should be delivered to the commissaries of his Majesty.

Art. XII. The horses and carriages of government property will be delivered to the commissaries appointed for the same, as well as those belonging to the foreign officers. The Neapolitan superior officers will keep their horses.

Art. XIII. The civil and military functionaries will continue to do duty until further orders from his Majesty.

Art. XIV. The sick and wounded of the foreign troops will be treated with all hospitality, and they will receive their allowances up to their recovery.

Art. XV. Will be strongly recommended to the Allied Powers all those Roman, Tuscan, and Piedmontese officers and soldiers, who have no other trade than that of the army. In the mean time, they will be embarked, with their effects, for Leghorn, where they will wait for their destination, as the other foreign officers.

Art. XVI. It will be allowed to the foreign officers to send to Capua a commissioner to take their effects, and to call for their families, left in that fortress.

Art. XVII. All the baggage of the military men will be examined by a commission of officers of the Allied Troops; such examination will be made at the marine-gate at the time of the embarkation of the baggage. Such measure is taken in consequence of a report which has been spread, and believed, that Murat had left considerable sums of money in the fortress. The object of all this, therefore, is, to preserve the decorum of the besieged as well as of the besiegers entering into the fortress, and not to cause the least injury to the garrison.

Art. XVIII. His Majesty will be recommended to be pleased to grant a month's pay to all the foreign officers composing the garrison, to defray expences of the passage, in the same manner as it was practised with the others.

Art. XIX. To be recommended to the generosity of his Majesty, the individuals of Gaeta and Burgo who have lost in the bombardment their houses, as well as those individuals who have lost on that occasion their parents, or any limb, whose loss would render them incapable to procure themselves a living.

Art. XX. No civil or military individual will be molested for the last political opinion.

Art. XXI. The ceased Royal Family, on quitting Gaeta, presented the Governor, M. Begani, with some carriages, which could not be embarked for want of conveyance. The said Governor offers them to his Majesty as a token of his perfect devotion.

Art. XXII. The present capitulation is guaranteed from his Majesty and the Allied Powers.

Borgo di Gaeta, Aug. 8, 1815.

(Signed) CHIUTTI, Capo Bat al 12mo di Linea.
Il Gente Col Comte DEL GENIO VINCI.
Il Barone COLLETTI, Colonello al 10mo di Linea.
MURGITSCH, Commandant Bat de Spleny:
Il Capo Dello Stato Magre Cavre. del Real Ordine del Merito, CARLO DE LA ROCCA.
W. ROBINSON, Col. commanding combined flotilla before Gaeta.

Ratified,

Il Maresciallo di Campo Governatore di Gaeta, Inspettore Generale d'Artiglieria, Com. del Real Ordine delle Duc Sicilie, Barone BEGANI.
Barone DE LAUER, Gen. di Brigata.
Comte L'ASSEDIO, blocco di Gaeta.
WILLIAM CHARLES FAHIE, commanding British Squadron before Gaeta.

Promotions and Appointments.

Carlton-house, Sept. 29.

This day his Royal Highness the Prince Regent was pleased, in the name and on the behalf of his Majesty, to invest Rear-admiral William Johnstone Hope with the ensigns of a Knight Commander of the most Honourable Military Order of the Bath.

By command of the Prince Regent, Rear-admiral Sir W. Johnstone Hope was conducted, with the usual reverence, to his Royal Highness, preceded by Sir George Nayler (the Officer of Arms attendant upon the Knights Commanders), bearing upon a crimson velvet cushion, the star, ribband, and badge of the second class of the Order.

The sword of state was thereupon delivered to his Royal Highness by Admiral Lord Viscount Keith, Knight Grand Cross of the Order, and Sir William Johnstone Hope, kneeling, was knighted therewith, after which he had the honour to kiss His Royal Highness's hand.

Then his Royal Highness the Duke of Clarence, Knight Grand Cross of the Order, having received from the Officer of Arms the ribband and badge of a Knight Commander, presented them to the Prince Regent, who was pleased to invest Sir William Johnstone Hope with the same; the Rear-admiral having again had the honour to kiss the Prince Regent's hand, and having received from His Royal Highness's hands the star of a Knight Commander, retired.

Whitehall, Sept. 29.

His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of His Majesty, to grant unto Lieutenant James Edgecombe, of the royal navy, his Majesty's Royal licence and authority that he may accept and wear the insignia of the Imperial Russian Order of St. Wladimir, of the fourth class, with which His Imperial Majesty the Emperor of Russia has been pleased to honor that officer, in testimony of the high sense that Sovereign entertains of the signal intrepidity displayed by him during the blockade of Hamburgh and Haarbourg.

His Royal Highness has also been pleased, in the name and on the behalf of His Majesty, to grant the dignity of a Viscount of the United Kingdom of Great Britain and Ireland, to the Right Honourable Alan Lord Gardner, Vice-admiral of the White Squadron of His Majesty's Fleet, by the name, stile, and title of Viscount Gardner.

Captains, &c. appointed and re-appointed.

Sir Robert Hall to command on the lakes in Canada, as well as to be resident commissioner at Quebec; Thomas Richard Toker, to the Perseus; Hon. J. Arbuthnot, is re-appointed to the Martin; John Theed, re-appointed to the Leveret; Hon. Frederick W. Aylmer, re-appointed to the Pactolus; D. Lawrence, re-appointed to the Alcesta troop-ship; W. H. Dickson, re-appointed to the Chanticleer; Wm. Fisher, to the Bann; John Bowen, to the Wellesley; Joseph Drury, to the Salsette; Daniel Roberts, to the Hydra troop-ship; John Lake, to the Spey; Michael Matthews, to the Hesper; Charles Biddulph, to the Volage; Hon. Arthur Tournour, to the Sphynx; W. Walpole, re-appointed to the Thames T. S.; Robert Gambier, re-appointed to the Myrmidon; Charles Strangeways, to the Shark; R. W. G. Testing, to the Falmouth; James H. Tuckey, to the Congo; R. Wales, to the Childers; Captain John F. Nicholas, J. Digby, John Miller Adge, John Thomson, John Maberly, Dowell O'Reilly, Charles Ward, W. Farrington, F. B. Spilsbury, Stephen Popham, and Daniel Pring, have been promoted to the rank of post Captains; Lieutenants Charles Lechemere, H. B. Wyatt, Andrew Mott, Samuel

Price; W. H. Smith, George Bignell, Wm. Bourchier, N. Poyntz, Michael Matthews, Hon. Arthur Tournour, Thomas Style, and Francis Wemyss, are promoted to the rank of commanders in H. M. Navy.

Lieutenants &c. appointed.

Peter Alston, to the Pandora; James R. Aucbeuleak, to the Pique; James Avery, to the Queen Charlotte; C. A. Allen, to the Spey; T. W. Aldridge, to the Tonnant; Thomas Baker, (2) to the Albion; Thomas Ball, to the Satellite: S. Benson, to the Bann; Richard Brydges, to the Helicon; Alexander Buchannan, to the Martin; Frederick W. Breechy, to the Niger; S. Butcher to the Prometheus; George Bishop, to the Tiber; Hon. James Boyle, to do.; S. M. Blainey, to the Vengeur; Frederick Charnier, to the Euphrates; Adam Cuppage, to the Iphigenia; D. R. K. Cook, to the Lee; W. Creah, to the Mutine; G. Dansey, to the Brazen; Digby Dent, to the St. George; John D. Dundas, to the Tagus; John Downey, to the Vengeur; T. Davis, to do.; W. D. Evance, to the Tigris; Yard Eastley, to the Podargus; Hon. H. Finch, to the Ister; John D. Foukes, to the Scamander; W. Gray, to the Nimrod; G. Greenway, to the St. George; J. Goodench, to the Rifleman; E. Goodland, to the Hyacinth; R. Harrison, to the Amphion; S. H. Hemmands, to the Bulwark; Joseph Harrison, to the Inconstant; Edward Hundfield, to the Inconstant; J. N. O. B. Hall, to the Jupiter; Edward A. Houghton, to the Leander; Robert Holman, to the St. George; Charlss Hill, to the Hyacinth; Jenkin Jones, to the Jupiter; Charles Inglis and Thomas Johnstone, to the Queen Charlotte; J. Jackson, to the Wasp; G. Kennicott, to the Tay; W. F. Lapidge, to do. Matthew Liddon, to the Albion; C. B. Louis, to the Saracen; E. Malone, to the Vengeur; Francis St. John Mildmay, to the Bermuda; William Monilaws, to the Hebrus; James M'Donald, to the Tay; P. C. Martin, to the Leveret; Edward C. Medley, to the Alban; John M'Waugh, to the Cyrus; John Murray (3), to the Ister; John A. Morrell, to the St. George; W. Moriarty, to the Tyrian; George W. St. John Mildmay, to the Euphrates; Wm. Minchin, to the Albion; A. N. Napier to the St. George; D. Ogilvie, to the Pactolus; W. H. Pierson to the Iphegenia; R. C. Phillips, to the Larne; W. Pyne, to the Opossum; John Powney, to the Vengeur; Thomas Porter, to the Thracian; George Raymond, to the Florida; Thomas Rogers, to the Larne; Thomas P. Robinson, to the Tonnant; R. Rideout, to the Albion; W. Rennie, to the Pactolus; G. Rickett, to the Bulwark; William Sanders, to the Heron; Robert Shebbeare, to the Niger; Joseph Soady, to the Superb; Henry Smiethwick, to the Tay; W. P. Stanley, to the Tiber; S. Sparshott, to the Amphion; Mr. P. Shuttleworth, to be a Lieutenant; R. C. Sheriff, to the Scamander; E. Sparshott, to the Myrmidon; A. S. Warren, to the Amphion; John White (2), to the Ganymede; Thomas W. Williams, to the Thames; W. Weiss, to the Pelican; Betheune J. Walker, to the Eridamus; W. Woodley, to the Niger; J. P. Tweed, to the Bann.

Surgeons appointed.

Luke F. Nagle, to the Vengeur; W. Hamilton, to the Spencer; John Neile, to the Antelope; Charles Qeade, to the Newcastle; C. M. Suvoke, to the Hyacinth; Pearce Power, to the Mosquedobit; Patrick Grant, to the Pandora; Alick Osborne, to the Algerine; John M'Leay, to the Arab; Evan Evans, to the Wye; E. H. Brian, to the Falmouth; M. Burmude, to the Breseis; W. M'Cord, to the Prooner; C. B. M'Guire to the Larne, W. Rogers, to the Dover; John Crocket, to the Tartarus; Patrick Magnire, to the Shark; David Bennett, to the Colibri; John Gibbs, to the Tonnant; W. Burnie, to the Melville; John Cochrane (2), to the

Magicienne; P. T. Creagh, to the Amphion; Oliver Jack, to the Picton; John Lard, to the Grecian; David Wright, to the Melville; Robert Pairley, to the Tremendous; W. Jones, to the Melville; Alca Lawrence, to the Malacca; E. P. Wilkes, to the Bermuda; D. M'Mames, to the Prometheus; C. Kennedy, to the Galatea; C. F. Vanderberg, to the Granicus.

Masters Appointed.

L. Edwards, to the Fly; J. B. North, to the Pioneer; D. Robinson, to the Newcastle; P. Custance, to the Leander; R. Easte, to the Whiting; M. Carmichael, to the Julia; A. Lewis, to the Madagascar; J. Trevick, to the Larne; A. Horne, to the Brazen; J. Oakey, to the Briseis; W. Cole, to the Spey; E. Fletcher, to the Pique; A. Watson, to the Swan; C. Worth, to the Bann; E. Bransfield, to the Alceste; T. P. Lurchen, to the Tyrian; G. T. Jupp, to the Prometheus; Thomas Lawless, to the Hyacinth; John Patrick, to the Perseus; J. Jordan, to the Rifleman; J. R. Mayne, to the Tartarus; J. Smith, to the Dover; J. Anderson, to the Myrmidon; T. Porter, to the Grecian; R. Cubison,, to the Falmouth; W. Ellis, to the Hydra; W. Smailis, to the Scamander; E. Hawkin, to the Nimrod; L. Fitzmaurice, to the Congo; S. Best, to the Hope; L. John, (2), to the Algerine; J. Peyton, to the Childers; S. Tuck, to the Picton; G. Dugardin, to the Alban; T. Lacer, to the Amphion.

Midshipmen Appointed.

Sheerness.—T. Jones, J. Everard, W. Nevill, R. Burridge, J. Lester, G. Broom, J. W. Ashington, S. Lamprey, T. Healis, W. H. Dunnett, R. Henley, J. J. Lane, A. Wall, J. Ray, W. Richmond, A. M'Tavish H. Beet, W. Price, H. Johnson, R. Haines, W. Bolton, H. P. Hardiman, H. Batt, S. H. Williams, J. Savage, J. Coleman, R. Nicholls, W. Bygass.

Portsmouth.—J. T. Sheringham, G. Mason, G. Pawsey, J. Woodthorpe, P. Kerr, W. Griffiths, J. Akern, R. Gore, T. Piper, G. Stewart, J. T. Killshall, A. Moore, F. Shearman, J. T. Hudson, J. Burnham, T. Willis, G. Collins, J. M'Dowell.

Plymouth.—G. Gaham, M. Jones, W. Clapp, R. Helland, C. M'Dowall.

Midshipmen promoted since the 29th of September, to the rank of Lieutenants.

Thomas Tribe, Edward Owen, W. Bacon, M'Keoth Stephen Wilkinson, George Vicars, George Lepine, W. Douglas, Philip Bond, John Harvey Boeteler, Hugh Shannon, H. P. Hoffner, Charles Bouverie, Ralph Chrichlow, Thomas Dilnot Stewart, James Anderson (3), Frederick Freeman, Andrew Baird, W. Mudge, Robert Cullen, George Delme, Joseph Eastbrook, Joseph Walker, Richard Greening, Thomas Baxter, James Jackson, George Hugo, W. George Hemsworth, John W. Phillips, Edward Priston, John Edward Taylor, Robert Parker, M. T. Hare, Charles Farquharson, Thomas Stirling, W. Henry Connor, Nicholas H. Nicholas, John G. Graham, H. Ashton, Vaughan Lloyd, Thomas Baker (2).

MARRIAGES.

Lately at Kingston, near Portsmouth, Lieut. T.B. Dutton, R.N. to Mary, daughter of the late John Shepherd, Esq. R. N.

Lately, at Plymouth, Lieut. G. Grey, R. N. to Miss E. S. Dennis.

Lately, Mr. G. H. Cole, Master, R. N. to Miss E. Adams.

Lately, Capt. John Mould, of H. M. Sloop Mutine, to Miss Patrick, of Plymouth Dock;

Lately, Capt. C. West, R. N. to Miss Warré, of Camden Town.

Lately Mr. W. M'Iuherney, Esq. Navy Agent, to Miss de Loney, of the New Road, London.

Lately, at Gloster, Capt. de Riffe, R. N. to Miss Venour.

Lately, H. Parry, R. N. to Miss Jane Baker, of Havant.

Lately, at Bloxworth, Devon, Hon. Capt. Noel, of H. M. S. Pandora, to Miss Woodley, eldest daughter of W. Woodley, Esq. Governor of Berbice.

On 27th August, N. Westby, Esq. of Thornhall, Dublin, to Hon. Emily Waldegrave, daughter of Admiral Lord Radstock.

On 28th August, at Stonehouse, Lieut. John James Hough, R. N. to Miss F. Fracey, daughter of G. C Fracey, Esq. of H. M.S. Albion.

On 30th August, at Truro, Capt. O'Reilly, R. N. to Jane, 5th daughter of D. H. Marshall, Esq. of Truro.

On 5th September, Mr. R. Collins, R. N. to Miss Boxald, daughter of Mr. John Boxald, of King's-street, Arundel.

DEATHS.

Mr. George Sheriff, fourth officer of the Streatham Indiaman, and fourth son of Mr. Sheriff, of Mungoswells, East Lothian, was drowned on the 16th April, when off the Cape Verd Islands, on the passage to India, owing to the boat being upset, in which he had gone to save a man who had fallen overboard.

In June last, on the coast of Africa, Lt. E. Turner, R.N. youngest son of C. Turner, Esq. of Mount House, Rochester.

On 19th July last, on the coast of Africa, Lieut. F. Thompson, R. N. of H. M. Ship Comus.

On 28 ult. at Shanklin, Isle of Wight, Lieut. S. Codd, R. N.

On 18th August, at Wivenhoe, near Colchester, Jane, wife of Capt. Billiars, and eldest daughter of the late Capt. W. Judd, R. N. and sister of the wife of Governor Croven of Haslar Hospital.

On 22d August, at Horndean, Lieut. Samuel Crow, of the royal marines.

On the 24th August, Mr. William Matthews, R. N.

On 26th August, at Plymouth, Mr. Thomas Cartwright, surgeon of H.M.S. Pactolus.

On 30th August, at Somers Town, Mrs. Lind, wife of Dr. Lind, surgeon of H. M. S. Warriour.

On 12th Sept. at Tonbridge Wells, Henry Otway, Esq. of Stamford Hall, Leicestershire, and of Castle Otway, in Ireland, eldest brother of Rear-admiral Walter Otway.

Lately, at Cawsand, near Plymouth, aged 83, Mr. John Parkin, father of Dr. Parkin, late of H. M. Ship, the Hibernia.

Lately, was drowned in the Medway, by the upsetting of one of the boats of H. M. Ship Iphigenia, which was conveying two sick men to the Superb, hospital ship, Mr. Alexander Milne, assistant surgeon of that ship: with Mr. Milne, unfortunately perished the two sick men.

Lately, died Mr. Parkin, midshipman of H. M. Ship the Endymion, son of the master shipwright of Chatham dock yard.

Lately, at Ringston, Canada, —— Sheakland, Esq. master shipwright of the dock yard at that place.

Lately, in the Mediterranean, Capt. J. N. Johnstone, R. N. of H. M. Ship Bombay.

Lately, at Carmarthen, Mrs. Alms, wife of Admiral Alms.

Lately, at Portsmouth, Mrs. Finlayson, mother of Lieut. Finlayson, R.N.

Lately, Capt. Charles Roberts, R. N. aged 96 years.

BIOGRAPHICAL MEMOIR

OF

JOHN WESLEY WRIGHT, Esq.

CAPTAIN IN THE ROYAL NAVY.

"Gwir yn erbyn y byd."

[Continued from page 288.]

THE retreat of Buonaparté from Acré was, in fact, conducted wholly in the spirit of cruelty generated by disappointed pride in the mind of a man whose means of resentment, mighty as they were, still were less ample than his will for all the purposes of atrocious mischief. He was also but too successful in infusing the like spirit in the mass of his deluded followers—who being actuated by no impulse of public feeling, but like their leader, impelled by selfish considerations only; they had not even the common sense of commiseration for their unfortunate companions, who were at this time (and it has been said were brought to the siege with that direful visitation) afflicted with the pestilence. Mr. Miot says:—

> "At Tentoura, I first saw the plague in its most frightful character. Our sick and wounded were brought here from the hospitals at Kerdanné and Mount Carmel. From Tentoura they were carried in small vessels to Iaffa, and from thence to Damietta. There were still in the cabins upon the shore some poor wretches, who were waiting to be removed. Among them, a soldier was seized with the plague; and in the delirium which sometimes accompanies the agony, he imagined, without doubt, upon seeing the army march at beat of drum, that he was to be abandoned; his imagination made him perceive the extent of his misery if he fell into the hands of the Arabs. One may suppose, it was this fear which put him into so great an agitation, and suggested to him the idea of following the troops. He took his knapsack, upon which his head was resting, and placing it upon his shoulders, made an effort to rise. The venom of the dreadful malady which was circulating in his veins, deprived him of strength; and, after three steps, he fell again upon the sand headlong. The fall increased his terror, and, after having laid some moments, looking with wild eyes at the tail of the columns who were on the march, he rose a second time, but with no better fortune: in his third effort he sunk, and falling near the sea, remained upon that spot which fate had destined for

his grave. The sight of this soldier was frightful; the disorder which reigned in his senseless speech; his figure, which represented whatever is mournful; his eyes staring and fixed; his clothes in rags; presented whatever is most hideous in death. The reader may, perhaps, believe that his comrades would be concerned for him; that they would stop to help him; that they would hasten to support him, and help his tottering footsteps. Far from this; the poor wretch was only an object of horror and derision. They ran from him as from the disease which he was enduring, and they burst into loud laughter at his motions, which resembled those of a drunken man. 'He has got his account!' cried one. 'He will not march far!' said another. And when the wretch fell for the last time, some of them added—'See, he has taken up his quarters!' This terrible truth, which I cannot help repeating, must be acknowledged:—indifference and selfishness are the predominant feelings in an army."

The magazines and granaries were all fired—"The earth," says the before quoted author, "covered with ashes, presented only a picture of desolation; and while the cattle fled lowing from the flames, the affrighted inhabitants, with rage in their hearts, beheld, without being able to prevent, the disasters which marked our way. Palestine was in flames! *Quel fatal souvenir nous avons dû laisser à ce pays!*"

Buonaparté, on his re-entering Cairo, having sacrificed to his resentment on the altar of cruelty, now resorted to the most impious and open falsehoods for the support of his vanity. The natives of Cairo, as well as the French he left there, were already informed of his failure—the troops he brought back with him were loud in their murmurs against him—yet he had caused the city to be illuminated—his entrance to be made through the Gate of Victory—and the Divan of Cairo to publish the following proclamation:—

"The well-protected, the chief of the French army, General Buonaparté, is arrived at Cairo, in good health, thanking God for the favours which have been heaped upon him. He entered Cairo through the Gate of Victory, on Friday, the 10th of the month Moharrem, in the 1214th year of the Hejiré, with one of the grandest trains and greatest pomp. This hath been a great day, the like thereof hath never been seen. All the dwellers at Cairo went out to meet him; they have seen and ascertained that it is the same general-in-chief, Buonaparté, in his own person; they were convinced that all which has been said concerning him is false. The troops of Jezzar fled before him as birds and mice fly before the cat. The inhabitants of Iaffa having refused his protection, he delivered them over in his wrath to pillage and to death, five thousand have perished there—*This is the work of God, who says unto his creatures, Be, and they are.*

There were 5000 of Jezzar's troops at Iaffa; he has destroyed them all That which was decreed, has taken place; the master of the universe acts always with the same justice. Afterwards he destroyed the walls of Acré, and Jezzar's castle. He has not left one stone upon another at Acré—he has made it a heap of ruins; so that it will be asked, whether a city has existed upon that place. Behold the end of the edifices of tyrants. He is returned to Egypt for two motives; the first, to keep the promise which he made the Egyptians, of returning in three months, *for his promises are sacred engagements*. Secondly, because he had learnt, that divers evil subjects, Mameluks and Arabs, were sowing trouble and sedition during his absence. His arrival has dispersed them. All his ambition is the destruction of the wicked; his desire is, to do good to those who deserve well. When the general arrived at Cairo, he informed the Divan, that he loves the Mussulmans; that he loves the Prophet; that he is versed in the Koran; that he studies it daily. We know that it is his intention to build a mosque, which shall have no equal in the world, and to embrace the Mussulman religion."

The subjoined original documents will afford the reader a true, though brief and desultory, statement of proceedings on the part of the British commander and Jezzar Pasha:—

Extract of a Letter from Sir Sidney Smith, to J. S Smythe, Esq. at Constantinople, dated Tigre, Acré, 9th June, 1799.

" I have only time to tell you that I am come back hither to hasten the departure of the army. I send the gun-boats in-shore. The turkish corvettes are already between El-Arish and Damietta. I am obliged to go to Beruti; where alone I can fill water quick, so as to follow with the large ships, which are now become the least useful part of the force, otherwise than as they carry the needful. Send us powder: send us gun-boats."

Tigre at Sea, on the way to Beruti,
DEAR SIR, *14th June,* 1799.

Sir Sidney being at rest, although in full daylight, I avail myself of the moment to give you some gossip before we get to the anchorage, and into all the bother of the croud of mountaineers whom I discover on the land gaping at us.

I had the honor of passing the whole day before yesterday with Jezzar. He kept me in an open court from 9 A.M. till 3 o'clock, to assist him in overhauling about ten waggon-loads of old iron-work, which his people have amassed in the trenches, and in or about the French camp, since their retreat. I was appointed inspector-general, having to describe the use of every thing; which was classed accordingly: this operation took up four hours' time. I was then requested to select from the different heaps such articles as were fit for use from among the rubbish: that done, two *dragomans* were called for to interpret, and three secretaries made inventories of the whole; which was afterwards placed in the general magazine. The like order exists in every one department about this extraordinary old man; all is done in his presence; and such is his memory, that he knows to a nail what has been expended, and where it has been employed. During the siege, he did every thing himself, or saw it done under his eye: he distributed all the cartridges for cannon and muskets, and so accurate was he even then (when he had to my certain knowledge been five days and nights at the gate without rest) that no fellow ever attempted to defraud him of either ammunition or *pillav* with impunity. I shall ever remember the scene of the terrible night of the 9-10th of May.* Jezzar was sitting on an empty rice-bag near the gate in sight of the tower, where the French had lodged themselves, in front of the lane leading to his palace: his sword drawn, and his tomahawk lying in front of him. They were bringing in from the trenches the heads of the French slain, which, to the number of about 70, were all arranged by him like cabbages in a market: his secretary on one side writing the names of those who brought them in: the cashier on the other side paying 50 *piasters* for each; while he was cutting with a pair of scissars a kind of plume, called "*chelengk*," out of a thin plate of silver, which he himself placed in their respective caps. He was so much affected at the death of the first of our brave fellows, that he gave out a standing order, that none of the English should be permitted to pass without the gates, and that no officer should go near those parts of the rampart where there were breaches. This was so rigorously observed, that Sir Sidney and I were under the necessity of paying heavy passage-money, and when that would not do, we were forced to cut our way sword in hand. God only knows how we have all escaped: for I can tell you now that all is over, that the balls were so thick in the latter period, that in passing through the garden, all the ground was in a manner in motion. Never was Sir S. so merry, nor did he ever utter such *bon-mots*, as in the very thick of it. A French aid-de-camp, who is now our guest, has assured me, that there were three assassins paid by B. to cut off Sir S. and Jezzar. Indeed one night Sir S. recollects to have had two muskets fired at him from the interior part of the town, one of the balls from which shaved his locks on the right side of the head.

The emissary we sent to the coast of Egypt is come back: every thing is ripe for our presence there; I have many reasons for thinking we shall succeed: but the cursed Turkish fleet is not yet come to join us. It is more and more urgent that our friend should be invested with the supreme command; otherwise his hands will be in a manner tied, owing to the present state of the horizon in another quarter. God bless you!

John S. Smythe, Esq. J. K.

Extract of a Letter from Major Fead, R.A. dated Acre, 12th July, 1799.

"I am sorry to have to communicate, that this part of the country at present does not wear the most agreeable aspect. Jezzar has sent some thousand Albanians to make war upon the Durzis: unfortunately Sir Sidney S. has been from this place since the 13th *ult.* and Lieutenant

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* On this day General Bon was mortally wounded.

Wright and myself much fear he is gone off the coast of Egypt. The *Pasha* here seems only intent upon fortifying his town; and I think apprehends much danger to himself from the expected arrival of the *Vezir*."

It was thus at Acré that Buonaparté was for the first time foiled;* and we behold him in a character which he has since several times repeated, that of a fugitive, among the first to fly from the field of battle: he who could sacrifice corps after corps to obtain by the heroism of others the name of hero—the modern Alexander—was now seen leaving eight of his generals, eighty-five of his officers, and one-half of his army, behind him! This was but the first stage of his basely meditated desertion and abandonment of his followers, and Egypt altogether. In the meanwhile, he received information that a Turkish army was approaching Egypt by sea.

About a month after his return to Cairo, the Turkish squadron arrived at Aboukir, and in announcing this event to the people of that city, he used the following expressions, persuasive of his adherence to the Mohammedan faith:†—

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* It is somewhat remarkable, that Buonaparté's career was stopped in Syria by being defeated, for the first time, by an *Englishman*—his last defeat, at Waterloo, was by an *Irishman*—and his exploits were completed by his surrendering a prisoner at discretion, at Rochefort, to a *Scotsman*.

† Illustrative of this kind of trick, Jaubert, in one of his letters from Egypt to his friend Bruix, then minister of marine, says, "You will laugh outright, perhaps, ye Wits of Paris, at the Mohametan Proclamations of the commander-in-chief. He is proof, however, against all your raillery. You recollect that produced by the tragic cry of 'War to palaces, and Peace to cottages.'"

At an interview with the Muftis, in the interior of the grand pyramid, seating himself on the *Soros*—"Glory to Allah," said he, "there is no other God but God. Mohammed is his prophet, and I am his friend. Mufti, the divine Koran is the delight of my soul, and the object of my contemplation. I love the prophet, and I hope, ere long, to see and honour his tomb in the holy city. But my mission is first to exterminate the Mameluks. If Egypt be their portion, let them shew me the lease which God has given them of it. But the angel of death has breathed upon them: we are come, and they have disappeared. The days of regeneration are come. He that has ears to hear, let him hear! The hour of political resurrection has arrived for all who groan under oppression. Muftis, imams, mollahs, dervishes, and kallendars! instruct the people of Egypt; encourage them to join in our labours to complete the destruction of the Beys and of the Mameluks. Favor the commerce of the Franks in your country, and their endeavours to arrive at the ancient land of Brama. Let them have storehouses in your ports, and drive far from you the English, accursed among the children of Jesus! Such is the will of Mohammed. The treasures, industry, and friendship of the Franks shall be your lot, till you ascend to the seventh heaven, and are seated by the side of the black eyed houris, who are endowed with perpetual youth and virginity."

"On board that fleet," said he, "there are Russians, who hold in horror all that believe in the unity of God, because, according to their lies, they believe that there are three Gods; but they will soon see that it is not in the number of Gods that strength consists. The Mussulman who embarks in a ship where the Cross is flying, he who every day hears the one only God blasphemed, is worse than an infidel."

Confident of victory over an undisciplined enemy, he commenced his preparations, and having augmented his cavalry with a number of fleet Arabian horses, set out to meet him. On the 11th July, the Turkish army landed at Aboukir, from 100 ships, according to Berthier's account, 18,000 strong; according to Mr. Miot's, 15,000; and, as more credibly stated by Sir Robert Wilson, 8,000. On the 15th, Buonaparté commenced his march, and on the 25th, at six o'clock in the morning, came in sight of the Turks at Aboukir, the fort of which they had previously taken, and put the garrison to the sword, in retaliation of the massacre at Iaffa.*

The battle was obstinately maintained on the part of the Turks, who had partially entrenched themselves, and repulsed the French with considerable loss; when, elevated and emboldened by their prospect of success, they rushed out to cut off the heads of the wounded and slain, and thus exposed themselves to an impetuous attack by Lasnes and Murat—a dreadful carnage followed, which terminated in their total defeat.

Another account states the defeat of the Turks at Aboukir to have been in consequence of their having divided their force into two parts, encamped on the opposite sides of an open plain; from which position Buonaparté seizing the evident advantage offered him, rapidly advanced his cavalry into the centre of the Turkish army, and thus cut off the communication between its divided parts. His infantry then attacked the right, which was the weakest division of the Turks, who, panic struck, attempted to fly to their ships, but were all driven into the sea. The other division was next attacked, and after a more obstinate stand, were ultimately put to flight—some were drowned, and the rest took shelter in the fort of Aboukir, where they were afterwards captured, with the fort. Buonaparté had now a stepping-stone to his final purpose. He immediately wrote home an account of his success, and four days after the receipt of that despatch by the Directory, he astonished them by his presence.*

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* For a further discussion of the transactions at Iaffa, *vide* Literary Panorama, xliv. 438, 519.

A message from the Directory announced this event, adding, from his statement, that he had left the French army in a prosperous condition—an assertion which the intercepted letters of General Kleber † and the other deserted generals, soon after-

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* It has been erroneously asserted, that, perceiving the discontent of his army, Buonaparté thought a prudent retreat necessary—that he applied to our commanders on that station to obtain permission to return—that having promised to play the part of a General Monk, he was allowed to proceed with his booty to France. That two persons, one of which was a Mr. Hyde, were permitted to go to Paris to treat with him in the name of the Bourbon Princes. That in the papers of General Pichegru, seized at Bayreuth, this negociation appears, and that Buonaparté in it had the name of Felix, and Talleyrand, Le Bas—and that it was owing to Pichegru's privity to that transaction, that he was afterwards privately despatched.

The naval facts connected with this evasion may be found in the following extract from the log-book of H. M. S. Tigre, shewing that ship's position at noon on the days here-under mentioned; *viz.* 1799, August 6th, at anchor, Castle of Alexandria bearing S. Tower of Marraboo S.W.b.W.; 8th, at sea, Aboukir islet W.S.W. 4 leagues; 15th, at sea, Cyprus (W. end) N. b. E. 4 leagues; 22d, at sea, Cyprus (Cape White) E. ½ N. 4 leagues; 23d, at sea, Cyprus (Cape Gatte) N.N.E. 3 or 4 leagues; September 11th, at sea, Cyprus (Cape White) N. 8 leagues. On the 23d, at night, General Buonaparté sailed from Alexandria, accompanied by Generals Berthier, Murat, Lannes, and Marmont, on board the frigates Muiron and Carère; commanded by Rear-admiral Gantheaume, kept along the African coast westward, reached the gulph of Ajaccio, in Corsica, on 30th September, and debarked at Fréjus, in France, on 9th October, 1799, after 47 days surprising passage over a sea supposed to be covered with enemy's cruisers: but Sir S. Smith's little squadron was starving, and Admiral Nelson was in Calypso's isle.—(Hydr. N.C.)

† The following is a translation of that General's first letter to the Directory, after the clandestine departure of Buonaparté from Egypt:—

LIBERTY——FRENCH REPUBLIC. EQUALITY.

Head-Quarters, Cairo, October 7th, 1799.

Kleber, General-in-chief, to the Directory.

The commander-in-chief, Buonaparté, quitted this country for France on the morning of the 23d ult. without saying a word of his intention to any person whatever. He had appointed me to meet him at Rosetta on the subsequent day! (the 24th). I found nothing there but his despatches. Unable to divine whether the General has had the good fortune to reach Toulon, I think it incumbent on me to send you a copy of the letter by which he transferred to me the command of the army, as also of another which he had addressed to the Grand Vizier, *at Constantinople,* although he knew perfectly well that this officer was already arrived at Damascus.

My first cares have been directed to obtain an accurate knowledge of the present condition of the army.

The troops are naked—and this privation of clothing is the more calamitous, as wards proved to be an infamous falsehood; in one of them the state of the army is thus briefly expressed by Poussielgue:—"Every victory carries off some of our best troops, and their loss cannot be repaired—a defeat would annihilate us all; and, however brave the army may be, it cannot long avert that fatal event."

The reception of Buonaparté in Paris, although nobody knew, nor could conjecture, why he should have deserted a prosperous army, was respectful. They did not yet know him as a beaten general, and the influence of his invariable success still operated, still rendered him equally an object of conciliation with the Jacobins, and that branch of them called the Moderates, by which political schism Paris was at that time agitated.

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it is perfectly ascertained in this country to be one of the most active causes of the dysenteries and ophthalmies which constantly prevail here.

General Buonaparté, previous to his departure, had, it is true, given orders for new clothing the army; but for this, as well as for a great many other projects, he contented himself with *the mere orders.*

General Buonaparté exhausted the extraordinary resources within a few months after our arrival!—He levied at that time as extensive a military contribution as the country could possibly support!—To have recourse a second time to this expedient, now that we are surrounded with enemies from without, would only pave the way for an insurrection the first favorable moment.

Notwithstanding all this, Buonaparté, on quitting us, did not leave behind him a single *sous* in the military chest, nor any thing capable of being turned into money! He left, on the contrary, a debt of near ten millions, more than a whole year's income in the present state of things: the pay of the army alone is in arrear full four millions.

Every syllable, Citizen Directors, which I here advance, I can authenticate, either by verbal processes, or by estimates of the different services, regularly signed.

Such, Citizen Directors, is the situation in which General Buonaparté has left me, to sustain the enormous burden of commanding the army of the East! *He saw the fatal crisis approaching:* your orders have not permitted him to surmount it. That such a crisis exists, his letters, his instructions, his negociation lately set on foot, will contribute to evince; it is of public notoriety, and our enemies appear to me no less perfectly informed of it than ourselves.

"If this year," says General Buonaparté, "in spite of all my precautions, the plague should break out in Egypt, and carry off more than fifteen hundred men, &c. I then think that you ought not to venture upon another campaign, and that you are sufficiently justified in concluding a peace with the Ottoman Porte, even though the evacuation of Egypt should be the leading article of it."

I have pointed out this passage to you, Citizen Directors, because it is characteristic in more than one point of view: and above all, because it clearly shews you the real situation in which I am placed. Of what consequence are fifteen hundred men, more or less, in the immense space of country which I have to defend, and against an eternal repetition of attacks.

Power naturally aspires; and in the contest for supremacy, the army, in most national revolutions, is seen ultimately to decide. The most successful general obtains finally the most essential strength; and conscious that they are all equally usurpers, and that no legitimate respect is due to his competitors, the right of the strongest is enforced—prevails—and the revolution, of which the people have been the dupes, returns them to that state from which they originally revolted—*Monarchy*—but in a *Tyrant's form!* *

Various have been the conjectures respecting the appointment of Buonaparté to the African Expedition. There can be no doubt that the general success of his military career in Europe had operated strongly on his vanity, and exalted proportionally his personal views; and there needs be as little that he was conscious of his influence with the army, and how easily he might render it instrumental to his own aggrandizement. Whether the jealousy of the Directors had been excited by any ostensible indications of such a feeling, or that his prevailing course of conquest had been of itself sufficient to impress the notion on their minds, as a thing of natural consequence: Whether Buonaparté had over-acted his part, when, the treaty with Austria having been signed at Campo Formio, he passed his time in retirement at Paris, assuming the character of a man of letters: or whether they, having over-acted theirs, were conscious of a host of enemies at home, and feeling the instability of their stations, saw in him the power, whenever he should imbibe the will, to subvert their authority in the state:—Whichever of these suppositions may approximate to truth; or whatever may have been the personal motives either for the appointment or the acceptance of it, the foreign object was, aided by her inveterate enemy, Tippoo Saib, to wrest from Great Britain her India possessions.

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* Engraved by John Berryman, after an original drawing taken at the military levee, in the palace of the Tuilleries, at Paris, 2d September, 1802, by Edward Daniel Clarke, LL.D. of Jesus College, Cambridge.

In the plan of this expedition, there could have been but small reliance on European reinforcement. What happened to their fleet must have been rather an object of expectation than a cause of disappointment, and therefore a successful course of intrigue, and a gradual accumulation of numerical strength in Egypt, must have been the assumed data on which they calculated their success.

That the talents necessary to such purposes were eminently possessed by Buonaparté and the other generals, there is reason to believe, when we are informed, that in the event of his succeeding at Acré, he had previously prevailed on the Druses to join his standard with sixty thousand men; and that having formed this junction, it was intended to proceed to Constantinople, to plunder the city, and lay it in ashes. He did not succeed; and the services of Sir Sidney Smith may thus be easily apprctiated, whatever be their reward.

Buonaparté having thus *cut and run* from his army in Egypt, the command in chief devolved to General Kleber, an officer of German extraction; whose character is thus sketched, with equal truth and force, from personal knowledge, by the same hand that wrote several of the letters in this collection:—

> His manners and his accent are more those of a German than of a Frenchman. He is not very talkative, but whatever he says is manly, energetic, and clearly expressed: I never saw him have occasion to repeat his orders.
>
> His table is well served, without profusion—there reigns little conversation, and never on politics, which makes every body easy and comfortable in his company.
>
> No slander can be uttered with impunity in his presence; and if any one attacks the reputation of a person in disgrace, he never fails to become the sufferer's advocate: I have had reiterated instances of such unequivocal proofs of his good heart.
>
> He is adored by his army, respected by all the general officers; but is peculiarly beloved by those of his staff, who, to gain his confidence and friendship, must be, and are, like him, all gentlemen.
>
> *J. K.*

Such was the personage with whom Sir Sidney Smith had henceforward to deal with, instead of the blood-stained Corsican.

The exasperation of Kleber on the desertion of Buonaparté, is said to have been so great, that he swore the same universe should not contain him and Buonaparté.

On the 30th September, Mr. Keith writes thus from on board the Tigre :—

> The Turkish rabble in the transports are almost all embarked, and getting under sail. We are going to weigh anchor and lead them on to the scene of action, where, were it only to cut up a certain impertinent knot of politicians at Constantinople, we shall endeavour to effectuate something, if not *the* thing. We have made an acquisition by the return of Lieutenant Bushby; for he is the man in point of ability and gallantry the most fit of our whole set to second Sir Sidney: he is respected by the seamen whom he led on so undauntedly in the beginning of the campaign. Wright commands the combined flotilla off Damietta; and he will handle the rascals there pretty well.

On the 24th of January, 1800, a convention was entered into by the French general* with the Grand Vizier, for the evacuation of Egypt, to which Sir Sidney Smith, as auxiliary commander on the part of Great Britain, acceded. The French army was to be collected, with its arms, baggage, and effects, at Alexandria, Rosetta, and Aboukir, and thence be transported into France, partly in its own vessels, and partly in those to be furnished by the Sublime Porte.

This treaty was not carried into execution. The British government had been informed that a negociation with the Grand Vizier for the evacuation of Egypt by the French army was in progress, and instructions were sent to Lord Keith to accede—but with this main difference in the conditions, that the French army should be detained as prisoners of war till regularly exchanged. These instructions were received by the Admiral in February, and he abruptly informed the French general of their purport.

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* The following is an extract from an intercepted letter, among others, of General Kleber to the Directory :—

"I know all the importance of the possession of Egypt. I used to say in Europe, that this country was for France the point of fixture, by means of which she might move at will the commercial system of every quarter of the globe; but to do this effectually, a powerful lever is required, and that lever is a Navy. *Ours has existed!* Since that period, every thing has changed; and peace with the Porte is, in my opinion, the only expedient that holds out to us a method of fairly getting rid of an enterprize no longer capable of attaining the object for which it was undertaken."

This unexpected contravention caused a great ferment both in France and England, attended with a general animadversion on the faith of treaties.

On this subject we have found among the late Captain Wright's papers two copies, in his own hand-writing, of letters from Sir Charles Whitworth, at Petersburg, to Lord Elgin, and from Lord Minto, at Vienna, to the same nobleman, of which the following are extracts; evincing, in our opinion, a specimen of but shallow notions of hostile policy :—

Copy of a Letter from Sir Charles Whitworth to Lord Elgin.

St. Petersburgh, 14th May, 1800.

Captain Panin has communicated to me accounts which have been received by Estafette, of the unexpected, and, in my opinion, highly favorable turn which affairs have once more taken in Egypt. I congratulate your Lordship upon it most sincerely; since, if we had to lament the fatal effects of Sir Sidney Smith's precipitancy, we have now to rejoice at that of the French general, by which a convention, so injurious to the interests of the cause, is annulled, and that by means which can subject us to no reproach.

I am free to confess to your Lordship, that I consider the commencement of hostilities in Egypt, as the most fortunate event that could have happened; and I hope, that as Providence has so far stood our friend, we shall be cautious how we tempt her again.

The motives which have weighed with his Majesty to sanction the convention, and the terms in which that sanction has been conveyed, will leave no doubt on our minds, as to the sensations which this change will effect. It will doubtless be considered as a singular piece of good fortune; and I am persuaded it will be strongly recommended to your Lordship, to withhold in future every thing which could be construed into an approbation, on any terms, of any negociation between the Porte and the French army. To confine it to the spot where it is, should be the effect of all our attention: certain that by allowing it to return, we defeat our own views in the Mediterranean, and pave the way to a good understanding between those whom it is much to the interest of the allies to keep at variance.

But I beg your Lordship's pardon; I am sensible all I can say on this subject will have struck your Lordship more forcibly than it has me. I could not, however, refuse myself the pleasure of congratulating you, and expressing to you the satisfaction with which I see an order of things overturned, which I could not but consider as big with danger, not only to the cause, but to our individual interests.

Extract of a Letter from Lord Minto to Lord Elgin.

Vienna 19*th May*, 1800.

I cannot help considering the renewal of hostilities in Egypt as a great advantage to the cause, on the general success of which the security of the Ottoman empire depends, as well as that of all established governments. Whatever temporary advantages the discipline and military skill of the enemy may obtain in the outset, the final defeat of an army, which cannot be recruited, and the entire disappointment of that iniquitous expedition, must be considered as certain.

It is become more than ever important that the enemy should not receive this Egyptian reinforcement in Europe, for the campaign has opened unsuccessfully in Germany.

Sir S. S.'s *mediation* of that arrangement, for he was not a contracting party, was, however, in the opinion of the discerning few, the finest stroke of diplomacy in the whole war, equal in policy to the military defense of a place indefensible by the common routine of art, Acré; and both achieved neither by a general, nor by a professed *diplomat*—but by a seaman. As to his right or *qualification* for interfering in such affairs generally—for what other purpose was Sir S. S. joined to the commission or full power for signing the treaty of defensive alliance, but to give him a sort of honorary degree, *ad eundem*, in the academic phrase, to take a share in the councils of the Ottoman camp, which he could not do as plain captain of the Tigre? and that he was so joined is evident from the following warrant or credential:—

Georgius R. [COPY.]

Georgius Tertius Dei gratia Magnæ Britanniæ Franciæ et Hiberniæ Rex, fidei defensor, Dux Brunsvicensis et Luneburgensis, Sacri Romani Imperii Archi-Thesaurarius et princeps elector, &c. Omnibus et singulis ad quos præsentes hæ literæ pervenerint Salutem. Cum in præsenti rerum publicarum statù tam nobis quam augustissimo et invictissimo principi Sultano Selim, Turcici regni dominatori potentissimo imperii orientis monarcho, e re communi visum sit, tractatum inire quo amicitia inter nos firmetur et augeatur atque mutuæ securitati melius consulatur et provideatur; cumque ad hoc opus peragendum et ad exoptatum exitum perducendum opera uti duxerimus per quam fidelium et dilectorum nobis Gulielmi Sidney Smith, regii militaris ordinis de ense equitis, et in exercitû regio nostro navali præfecti, ac etiam Johannis Spencer Smith armigeri, Ministri Plenipotentiarii nostri, partes hoc tempore apud aulam supradicti augustissimi et invictissimi principis Sultani Selim, sustinentis virorum probatæ nobis fidei ac in rebus gerendis industriæ solertiæ et prudentiæ. Sciatis igitur quod nos eosdem vel eorum quemvis quem ad aulam supradicti invictissimi principis adesse contigerit constituimus fecimus et ordinavimus, ac per præsentes constituimus facimus et ordinamus nostros veros certos et indubitatos commissarios procuratores et plenipotentiarios, vel commissarium procuratorem, et plenipotentiarium. Dantes et concedentes iisdem conjunctim vel eorum cuivis separatim quem scilicet ad aulam supradicti invictissimi principis adesse contigerit, omnem et omnimodam facultatem potestatem et auctoritatem pro nobis et nostro nomine cum ministro ministrisve ex parte supradicti augustissimi et invictissimi Sultani SELIM plena itidem potestate munito vel munitis congrediendi et colloquendi ac de prædicti tractatûs conditionibus tractandi et conveniendi eaque omniaquæ ita conventa et conclusa fuerint pro nobis et nostro nomine signandi, ac eadem mutuo extradendi recipiendi que reliquaque omnia ad opus supradictum debité exequendum factu necessaria præstandi perficiendique tam amplis modo et forma ac nosmet ipsi si interessemus facere et præstare possemus spondentes et in verbo regio nostro promittentes nos, quæcunque vi præsentium concludi et signari contigerint, rata grata et accepta omni meliori modo habituros; neque passuros unquam ut in toto vel in parte à quopiam violentur, aut ut illis in contrarium eatur. In quorum omnium majorem fidem ac robur præsentibus manû nostrâ regiâ signatis, magnum nostrum Magnæ Britanniæ sigillum apponi fecimus. Dabantur in palatio nostro divi Jacobi tricessimo die mensis Septembris Anno Domini 1798, regnique nostri tricessimo octavo.

L. S. Pendentis.

On the 20th of March hostilities recommenced in the neighbourhood of Cairo, when the Turks were put to flight, and upwards of 8000 killed and wounded were left on the field at El-hanka.

The French thus obtained again the possession of Cairo; but being much harassed by the beys, their commander proposed a renewal of the terms agreed to by the Grand Vezir and Sir Sidney Smith for the evacuation of Egypt, and Lord Keith was now authorised by the Court of London to accede to them, when the execution of the treaty was again frustrated, by the assassination of General Kleber, on 15th June, 1800; day of the battle of Marengo.*

Menou succeeded to the command of the French army; and at Constantinople he was somewhat suspected as the instigator of Kleber's assassination, having thwarted all the late general's measures, and decidedly opposed the evacuation of Egypt; and as evidence of his intention to remain, Menou had embraced the Mohammedan faith, and prefixed to his christian name Abdallah.

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* For a very interesting account of this affair, *vide* Journal of Captain Boyle, 𝕹. 𝕮. vol. xxx. p. 16, *et seq.*

On his succession to the command of the army, he broke off the communication, and on the 19th of June informed Sir Sidney Smith that he could enter into no treaty without instructions from the Consuls.

Kleber had declared that the same universe should not contain him and Buonaparte—a similar spirit might have prevailed in the army—the system of espionage so generally and intimately adopted by the Jacobins, who scarcely knew how to trust each other, may have conveyed home Kleber's determination, and produced this *Veto* to the return of him and of the army.

On the 26th August, Mr. Wright communicates the following particulars to his friend at Constantinople :—

DEAR SIR, *'Larnaca (Cyprus), 26th August*, 1800.

In addition to all the reports of news you will receive from this place, I shall trouble you with a few lines as a prelude to any information I may pick up worthy your notice at Tripoli or Acré; whither I am going to console poor *Emir* BESHIR in his distress, and to announce to JEZZAR Pasha the possibility of a fresh incursion into Syria by the French : as well as to endeavour to make him settle an account of prize-money which he owes to the squadron. The *Rèis-Effendi* arrived here the day before yesterday, and sailed last night for Constantinople. I made several attempts to pay him a visit, without succeeding : because he went to pray for his sins at the Sultan's mosque, a short distance from town; and although I announced my intention to him, he had always fled away before I came. Perhaps he recollected that I have been behind the scenes, and probably wished to avoid me. It is suspected that he is in disgrace; but I cannot get any authentic account of the manner of his leaving the camp. Captain Rogers, of the Mercury, with whom I am going to Syria (and whom Sir Sidney sends to co-operate with the *Vezir*, in case General Koehler should project any expedition against the coast of Egypt), waited on the *Rèis-Effendi* after he had re-embarked, and whilst I was seeking him from place to place on shore. His Excellency inquired for Sir Sidney ; asked where the French fleet was; and how Lord Keith came to give up Genoa to the French. Mr. Franchini (the Russian *dragoman*) died after an illness of six days, during which he dismissed his old servants, and hired new ones ; leaving all his politics (as I hear) to General Koehler, and all his Russian *ship-affairs* to Doctor Bozari. Report says, that he died of the plague : but Bozari is suspected by some of having given him a dose. General Koehler's ladies, who had been sent to winter quarters, soon became so much afflicted with the complaint of the island, as to induce him to yield to the repeated instances of the husbands, and recall them to the camp; accordingly his secretary sailed two days ago with that cargo in the military transport for Iaffa. Mr. Wittman gave me a deplorable account of the *Vezir's* army. The general and his mission are heartily tired of it ; and begin to feel the difficulties Sir Sidney and his blue-coats had to encounter during the campaign. Captain Lacy, at the head of 5000 men, is gone to reinforce the post of El-Aarish. A Russian captain just arrived from thence, reports, that on intelligence arriving of 400 of the enemy being in motion towards Katiéh, Ismaël *Pasha*, who commands at El-Aarish, desired this captain to remain off the place with his ship, in order that he himself might creep into her; as he was convinced his soldiers would all leave him on the first appearance of an enemy. The Turkish army at Iaffa is said not to exceed fifteen thousand men, and to be under no command. Syria has been alarmed by reports of the enemy being in motion towards that province: the truth, as nearly as I can make it out, seems to be—that 400 of the enemy had really collected at Katiéh (perhaps with an intention of making an excursion across the desert, to surprise or reconnoitre the Turkish posts), but they were recalled to Kairo, in consequence of some troubles being apprehended there. Indjee *Bey* has lost his beautiful ship off Aboukir island. He, with part of his crew, surrendered to the French: part was saved by two Turkish *corvettes;* who having taken the people's clothes out of her, abandoned all the valuables, such as guns, ammunition, &c. to the enemy. Captain Austen, in the Peterel, however, came up, dispersed a swarm of *jerms,* with three or four hundred men that had got one of the quarter-deck guns out; and then completely destroyed her by fire. The Turkish *corvettes* refused to give him any assistance, saying they had saved the clothes, and that they could not think of exposing themselves to the enemy that were on board. The Peterel anchored within long gun-shot; and effected every thing with one boat, the master, and nine men. Report says, that Lord Elgin is about to leave Constantinople. Mr. Morier, when he was here, hinted that he himself would very likely remain minister there. I regret my despatch to you from Iaffa was so long before it reached Mr. B. I was in hopes it would have been in Constantinople before a courier from Mr. Morier. It is suspected that some despatches to Sir Sidney were lost or taken in the Turkish ship. Sir Sidney is gone from Baffo [*Paphos*] to meet the *Capitan-Pasha* at Phenica; then to proceed to Alexandria.

Believe me, dear Sir, very truly,

Your devoted servant,

J. W. Wright.

We subjoin the following, in continuation of Mr. Wright's narrative of proceedings:—

Copy of a Letter from Lieutenant J. W. Wright to John S. Smythe, Esq. Constantinople.

DEAR SIR, *Larnaca* (*Cyprus*), 5 *Oct.* 1800.

My excursion along the coast of Syria afforded me no opportunity of writing to you. I rejoined Sir Sidney Smith off Alexandria on the 28th

September; and on the 29th was again detached unto this place; whence I should have sent you a few lines by a courier from General Koehler bound to Constantinople, but that he had orders to receive no letters except to Lord Elgin's address! Jezzar *Pasha* seems entirely to have forgotten his obligations to your brother:[*] he speaks of *Sultan* Selim, of the *Vézir*, and of him, with equal contempt; and his rage knows no bounds whenever their names are mentioned. He is fortifying Acré *à force*, by a massive casemated wall outside of the old ditch, and by a very broad deep ditch, into which he intends introducing the sea, under arches built for the purpose, to circulate round the whole. He employs between 4 and 5 thousand men on this stupendous work; which, however, cannot be finished within 6 or 8 months; and in an imperfect state presents facilities rather than obstacles to a besieging army: at all events, were it our fate ever to attack the place which we have defended, I know a weak part in it that he appears to have overlooked, and at which an enemy might enter

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[*] From the following English version of a Turkish government *bulletin*, circulated in the diplomatic circles of Constantinople, which is a genuine specimen of the official style of the Turkish officers, the *veracity* of Jezzar *Pasha* appears in no more favourable a light than his *gratitude*:—

[TRANSLATION.]

"Despatches received from the honored Jezzar *Pasha*, commander-in-chief for Egypt, and from the *Ordoo-kadhi*,[*] as well as from the *Ordoo-Defterdar*,[†] dated 3d of moon *Shevval*, *A.H.* 1213 [10th March, *A.D.* 1799] say:—That this commander, the illustrious *Vézir* Jezzar *Pasha*, having stationed, from motives of precaution, about 2000 men in the *palanka*[‡] of Aarish, composed of *Arnahoots* [Albanians], and *Maghrebins* [Africans], and posted as many more of the same description as was thought needful, at Han-Yoonas, Gazza, and Kods-sherif [Jerusalem]; the French, in conjunction with a body of Urbans [*sic* or.] and *Kibtes* [copts], in all about 25 thousand men, marched upon Aarish, of which with gun-shot and bombs they destroyed one front. Before the troops sent by the commander-in-chief to their succour could arrive, the people in the said *palanka* gave it up unto the enemy by surrender. That, in the action, upwards of two thousand Frenchmen were killed; that howsoever vigorous a resistance were made by the garrisons in Gazza, and in Yaffa [*Joppa*] to repel the enemy, yet, by the superiority of their number, owing to the junction of those whom they have attracted to their side, they have taken possession of both places. That, verbal advices have been heard of an audacious project of their marching upon Akka [Acré] also; but that the commander-in-chief having from first to last distributed in gratuities upwards of 6 thousand purses,[§] among the troops with very little trouble. He issues daily rations for 20,000 men: but from the best information I could obtain, the Albanian chiefs practise deception on the old man, and do not keep the number complete within 7 or 8 thousand. The troops are paid regularly, about 25 Turkish piastres [*groosh*] *per* month, each man, and are said to be in good subjection. The workmen on the new works receive from 10 to 15 *pâras* [farthings] *per* day each, and inspire each other with energy by singing in chorus to the praise of their employer. I was witness to this *scène cocace*, and to its contrast—about 150 of their wives weeping and wailing at the gate of the town, on account of some cruelty or injustice (of which I could not learn the particulars) exercised on their husbands by this inhuman butcher. I believe I am quite correct in saying they were every one in tears. Jezzar complains that Sir Sidney abandoned him for the *Vèzir*. I, of course, told him that the English were of no party; that they espoused no cause but that of the *Sultan*, their good and faithful ally; and respected no authority but that which his imperial majesty had vested in his loyal representative, the supreme *Vèzir*. I could not obtain payment of the prize-money due to the Tigre; but received back in part 2 iron 24 *lb.* ers, and 1 brass 18-*lb.* er.; shot, intrenching tools, and many other small articles landed from the prize gun-boats, and expended in our defense of Acré, he would not account for otherwise than by setting them off *en gros*, against 15 hundred or 2 thousand piastres, which he said he had given as presents to the seamen and marines during the siege. I should not obtrude these trivial details on you, if I did not feel they had a tendency to illustrate the present disposition and future intentions of a character, it seems to be of much importance you should be particularly acquainted with. I heard of (but did not see, although I spoke to a person who did) a French serjeant that lately deserted from Kaïro, crossed the desert, and is now become one of Jezzar's body-guards, in the guise of a *Mamluk*. I informed the *Vèzir* of this, and of every other circumstance respecting Acre and its governor, that I imagined would be interesting to him. The General [Koehler] *

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[*] ORDOO-KADHI:—Kadhi of the camp: for whose office perhaps the best English equivalent is "judge-advocate."—(HYDR. M. C.)

[†] ORDOO-DEFTERDAR:—Paymaster-general.—(HYDR. M. C.)

[‡] PALANKA:—A small castle, fort, or redoubt.—(HYDR. M. C.)

[§] PURSE:—in Turkish *kes'akchéh*, a money of accompt, in numerical value 500 Othman lion-crowns, worth about 30*l.* sterling.—(HYDR. M. C.)

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that are under him, he is actually occupied about taking every measure towards destroying the enemy, and towards putting Akka in a perfect state of defence: that, in the event of the enemy presenting themselves on that side, he is ready to meet them with resolution and spirit. Finally, that every measure is pursuing to repel the enemy from those parts."

The real state of the case was, that the French sustained little or no loss at El-Aarish; and met with pertinacious resistance only at Iaffa; that the Pasha had received a flag of truce, and was half-involved in negotiation when the English Commodore put a stop to farther parley; that his "perfect state of defense" admitted the cattle returning from their pasture in the evening, to scale the ramparts of Acre; and that the first cannon fired against the enemy were those taken by Sir Sidney Smith in the French flotilla.

* Koehler.—Colonel G. F. Koehler, of the Royal Artillery, having the local rank of Brigadier-general within the Othman dominions only, died at Yaffa, in Syria, December, 1800. He was of German extraction, by birth an American, and survived his wife (who accompanied him to Turkey) only 15 days. For

(I do not annex his officers, for I believe there is little *de commun entr'eux*) is playing at soldiers with pigmy battalions painted on long pieces of wood, an inch high; and has so wonderfully succeeded by this mode of mechanical demonstration, as to do more towards persuading the Turks of the superiority of discipline and tactics, than was effected by the practical lesson Kléber gave the Damascus army in the plains of Ezdraelon, or all the successive field-days where-at the Turks have been present at Aboukir, Damiata, and El-Hanka. He boasts of having introduced regular reviews, with marches and counter-marches, advancing in line, with cavalry on the flanks, and artillery playing on the astonished enemy: in fact the general seems to have ransacked the ***Military Dictionary*** as a puzzle for the novices, the "heroes of Acré," and the "wags of Aboukir," as these *camp-missionaries* are pleased to nick-name us *Tigres*. The ***Vézir's*** army consists of 10,000 men (the *Mamluks* have lost by the plague 800 men =½ their number, including a principal *Bey*, whose name I do not recollect); but it is to be augmented to 75,000, "*incessamment*," by levies from Albania, which are arriving in numbers of 2 or 3 hundred at once. The general on his part is doing all in his power to fortify Yaffa [*Joppa*] as a *dépôt* of stores and provisions, in order that in the event of another unsuccessful excursion across the desert, the army may not be again exposed to the consequences of a total defeat, without a *point de ralliement*; and according to a correct estimate of the magnitude of the work, and of the means employed on it, there is some prospect that, with the known zeal and activity of the able persons who conduct it, it may probably be completed in about 12 or 18 months. Captain Lacey, who (*par parenthèse*) is an anti-Koehlerist, is lately returned in an extremely reduced state from El-Aarish; whither he was detached to improve its fortifications, on a fund of 5 or 6 *purses* [about 300*l.* sterling]; which was hardly sufficient to pay for the mortar. He is perfectly sick of the whole concern, as are, I be-

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certain of the non-military occupations at Constantinople, of the mission over which he presided, see TWEDDELL's *Remains* (London, 1815), page 465.

This officer is supposed to belong to a German family, migrated to North America: but his origin was so obscure, that 2 or 3 years ago there appeared in the *London Gazette*, a "notice for debtors to Brigadier-general Koehler, who died at Joppa, in Syria, in the month of December, 1800, to pay their debts to William Mitford, at Treasury Chambers, Whitehall, administrator as the King's nominee." He was a man of close, not to say penurious, habits, and supposed to have amassed a good deal of property. He was an intelligent officer, ready with his pencil, and a good mechanic. He served as a volunteer general with Vandernoot and the Belgic insurgents in 1790—1, when only a captain of Royal Artillery. After which, the Duke of RICHMOND sent him to Turkey, as a sort of Baron DE TOTT the second, only he wanted the Baron's suppleness of character and politeness, otherwise he had a good deal of that french emissary's quackery. It was on his second expedition, at the head of a "military mission," that he died, as supposed, of the plague. He had one peculiarity, which was, never to drink *any other fluid whatsoever* but cold tea. He is mentioned in the Toulon papers. *Vide* M. C. vols. i, ii, iii.

lieve, all the officers, except the old fox, M—— H——, who may find his interest in snacks of the profits of fortification. The rest all ardently wish for the arrival of a British army, when say they, "*we* should find our natural level, but *he* [the G.] would go to the devil." The general writes to Pro-consul Vondiziano, that his little camp is in high health: his secretary writes, by the same messenger, that every individual of it is ill; and I, who have just left the camp, have the testimony of the surgeon (Wittman) in addition to my own observation, that not a man, not even the general, has escaped illness: the surgeon farther says, that although he may be able, by great care, to prevent the men getting worse, yet he despairs of their getting any better. The general writes to Sir Sidney one week, that he has no hope of making any thing of the Turks; that Sir Sidney had rather flattered them, than exaggerated their incapacity and inefficiency as soldiers, in the picture he had drawn of them: the next week, after receiving the state of the *Vezir's* camp at Yaffa (from *Constantinople*), the medal is reversed:—docility, energy, discipline, tactics, and even numbers, are conjured up as by magic, and raise the most sanguine expectations of the most brilliant campaign. He has (agreeably to orders from Lord Elgin, to offer a reinforcement of British troops to act in Egypt) determined the *Vézir* to ask Lord Keith, and Generals Abercrombie or Stuart, for 5000 men. The request is gone down to the fleet by the Mercury, Captain Rogers; whom the *Vezir* and the general struggled hard to detach on this service, independently of any previous communication with your brother, under pretence that he would either suppress or delay the despatch. Captain Rogers, notwithstanding several interviews with the *Vezir*, did not yield to the artifice, but joined Sir Sidney, his senior officer, off Alexandria, as in duty bound, and gave him every information on the subject. As I am uncertain whether your brother has, it may not be *de trop* for me to mention that, among other stipulations of which the *Vezir's* request is composed, there is one very remarkable one, to place our troops under Turkish command! Another, forces them to return as soon as the service shall be performed. The general has, it appears, made a stipulation in his own favor: that in case the troops arrive, he shall be allowed his staff, &c. as at present.

The *Capitan-Pasha* is gone to Alexandria, to meet our Commodore, who gave me this rendezvous: but not being found here, I proceed in the Peterel, first off Alexandria, and then, not finding him there, to Rhodes. No news. I am under the necessity of despatching this, as we are about to sail from Baffo: 11th October, 1800.

J.W. Wright.

What could no longer be obtained by treaty was now to be effected by arms. Sir Ralph Abercrombie, who had been sent to supersede Sir James Pulteney in the command of the army acting in the Mediterranean, having carried out reinforcements, and collected a train of artillery at Gibraltar, after various unexpected delays on the coast of Anatolia, proceeded, in conjunction with Lord Keith, towards the coast of Egypt; on the 1st of March, 1801, arrived off Alexandria, and the next day sailed for the Bay of Aboukir.

It was the 7th before any disembarkation could be attempted, the sea running high. Four thousand French troops were most advantageously posted, when the debarkation commenced at 10 o'clock A.M. according to a plan of the commander-in-chief, the direction of which was assigned to General Moore, and the French were driven from their position, with the loss of several pieces of artillery, by half the number of British troops.*

The disembarkation of the troops continued two days. On the 12th the whole army marched—on the 13th the enemy was successfully attacked and pursued; and on the 21st was fought the memorable and decisive battle of Alexandria, in which the brave Abercrombie fell, and Sir Sidney Smith was wounded.

This battle was fought about four miles distant from Alexandria, whither the main body of the army immediately advanced, under General Hutchinson, against Menou, who had possession of the city, while Colonel Spencer, with a division of the British troops, and a body of Turks, proceeded against *Rashid*, or Rosett; which soon capitulated. On the 22d of June, Cairo surrendered on terms favorable to the besieged; and Alexandria was delivered up by Menou on the like terms.

Thus was Egypt rescued from the hands of the French; and its evacuation being effected on terms similar to those of the *original* convention of El-Aarish, the French army, with its baggage, was transported in ships of the allied powers to the nearest French ports in the Mediterranean.†

In the year 1802, Mr. Wright was advanced to the rank of commander, and appointed to the Cynthia sloop of war, on board which ship he returned to England; and in the following year to the Vincejo.* In this brig he was stationed off the coast of France, for the purpose of carrying on the communications between this country and the royalists, and with such ability and success did he execute the duties he was charged with, that he gave the most complete satisfaction to the British government.

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* For list of killed and wounded on this occasion, *vide* 𝔑.ℭ. vol. v. p. 438.

† For other particulars concerning the war in the Levant, *vide* 𝔑. ℭ. ii, 159, 620; xxi, 33, 399; xxii, 33; xxiii, 297; xxiv, 209; xxvi, 326; xxvii, 428, 487.

But the public services of Captain Wright were now verging to an end; and he was destined to become again the prisoner of a rancorous enemy. His services had been in some respects peculiarly inimical, but of their having been irregularly so, as proceedings in a state of warfare, there is no shadow even of evidence on the part of the enemy; and indeed it would be difficult to produce it. Captain W. was annoying the enemy of his country in every possible legitimate way. *Dolus an vertus quis in hostè requirat?* What people did he assist, but those who, in the same country, had lived under another dynasty, confirmed by time and long succession, in a state of allegiance, sworn or implied, to which they honorably chose to adhere. If there be any sanctity in oaths or popular allegiance, Captain Wright had only concurred in the preservation of it.† It is, however, certain, that he had, by his

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* Captain Wright was destined to command the Favorite sloop of war; but that ship not being out of dock when government required his services on the coast of France, he was placed by the Admiralty of that day, most unaccountably, in the temporary command of the Vincejo, an old Spanish prize packet; one of the most inefficient vessels that ever hoisted an English pendant!

† We quote the following extract of a speech made at a public meeting, no longer ago than June, 1815, by one Mr. HUNT, of Bristol, as a specimen of party eloquence, false positions, ridiculous reasoning, and to show that a man may die a martyr to his country's cause, and have his memory blasted by the breath of a *patriot*.—The newspaper that could aid such an attempt, by adding to its publicity, without a single line in vindication or reproof, must bear its due portion of the shame:—

" Mr. Hunt strongly censured the war against France, which he considered but as a war against the liberty of mankind, and against the extension of freedom to England. It was said that it was necessary to engage in it, as no confidence could be placed in Buonaparté. While making this assertion, however, those who maintained that doctrine were of opinion, that implicit credit might be given to Austria, Russia, and Prussia, who had broken their faith with us so often. What were the treaties which Napoleon had broken? This was that which the advocates for war were not over fond of stating. With England he had never broken any treaty. He had been a party to but one, that of Amiens, and by whom was that broken? Not by Napoleon, but by England. When this was stated to the friends of corruption, their answer was—' Ah, well, that diligence in the performance of this duty, excited in the breast of Buonaparté a degree of deadly malice—or his subsequent treatment of him cannot be accounted for.

On the 7th of May, 1804, toward the evening, Captain Wright, accompanied by the surgeon, Mr. Lawmont, went on shore on the Isle of Houat. The night was dark and hazy, and it blew a gale. On returning, he nearly missed the brig, but at last got on board, and ordered her to be steered in the direction of Port Navallo. Towards morning the wind had died away, and at daylight there was a dead calm. Seventeen gun-vessels, perceiving his situation, took advantage of it, and rowed out in pursuit of the Vincejo, then completely becalmed near the mouth of the harbour.

Every exertion was made by the officers and crew to sweep or tow her off, but the flotilla rapidly gained on her—opened their

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may be, but surely you would not make peace with an assassin—with the murderer of Captain Wright and the Duke D'Enghien.' It was a new principle, that no peace should be made with a country in which acts of assassination had been committed. Did any nation ever refuse to make peace with Catherine of Russia, because her husband died suddenly? Had any Power refused to make peace with the Emperor Alexander, because his father, the Emperor Paul, had disappeared in a similar manner? Had Austria been proscribed as a country with whom civilized nations could not be at peace, because the French Ambassadors had been murdered at Rastadt?—What would be thought if any Power should refuse to treat with England, because acts of assassination had been perpetrated? Because an individual of the name of Williams had been murdered in Cold-bath-fields prison; or because an act of assassination had been committed within the very walls of the Palace—*(Loud applause)*.—Now, with respect to the supposed murders committed on Captain Wright, and the Duke D'Enghien, the public were under a delusion. He would state what were really the facts, and what he would pledge his life he could prove was the truth. Captain Wright had disgraced himself as a British officer, by putting on a disguise, [*false*] and landing Georges and Pichegru on the French coast, who went to France for the purpose of assassinating Buonaparté. He was taken, thrown into prison, was to have been tried before a court martial, and would most likely have been deservedly shot, but he put an end to his existence in the night before his intended trial. The Duke D'Enghien had been detected in a correspondence with Georges and Pichegru, and with a person sent over from this country, a Mr. Drake. He (the Duke) had been tried before a court martial, was condemned, and shot, pursuant to his sentence. So much for these murders! It might be said that Buonaparté had violated a small space of neutral territory, in order to secure the person of the Duke D'Enghien; but was this to be remonstrated against by England, after the course pursued by her government in the case of Napper Tandy, when a fleet was sent beyond sea, and a neutral city threatened with a bombardment, if that individual were not given up." ! ! !—Ed.

fire, and when she arrived near the Teigneuse rock, the flood tide met her, and she was drifted back into the bay. The action now began, and was continued nearly two hours, under every advantage on the part of the enemy, when, after a heavy loss of men, Captain Wright was obliged to surrender; and thus, under circumstances similar to those which consigned him to his former captivity, was he again placed in the hands of the enemy.

In addition to the above account, we subjoin the following extract from *The Courier* of Monday, May 21st, 1804:—

"In another part of the coast the enemy have obtained a small advantage. The Vincejo gun-brig was becalmed in Quiberon Bay; seventeen of the enemy's brigs and luggers came out to attack her; she had only 18*lb.* carronades. After trying the distance to which her shot would carry, they kept out of the reach of it, and commenced a very heavy cannonade with their long 24-pounders, almost every shot of which told. After continuing this unequal contest for four hours, and being nearly in a sinking state, she was forced to strike. A small cutter in company with her escaped."

PRIVATE CORRESPONDENCE.

"*Dover, May 20.*

"News has been received here, that a flotilla of about 17 sail, consisting of gun-brigs, luggers, &c. attacked the Vincejo, Captain Wright, in Quiberon Bay; it was quite calm, they rowed out, and having found that the brig's guns (18*lb.* carronades) would carry their shot only a short distance, continued to lay-to on their sweeps, out of the range of her shot, and commenced a very heavy cannonade with their long 24-pounders; every shot of their's nearly told; and I am sorry to say, that after continuing this unequal contest from 7 until 11 A.M. the brig was obliged to strike, having not an air of wind, and the vessel having received so many shot in her hull, as to be nearly in a sinking state; a small cutter in company narrowly escaped being taken, owing to a light air of wind springing up. The Favorite cutter arrived here last night also, bringing the intelligence, that about 50 gun-brigs, luggers, &c. came out of Flushing to attack the gallant Defender of Acre, Sir Sidney Smith, &c. &c."

"*Deal, May 20th, 3 o'clock P.M.*

"A report this moment prevails, that his Majesty's sloop Vincejo, Captain Wright, has been captured by 5 French gun-brigs in Quiberon Bay. From the best information I can get, it appears that this brave and intelligent officer, in the act of taking soundings and surveys of the coast, suddenly got becalmed, and a strong tide setting in shore, he became surrounded by the vessels above mentioned, and being within range of the enemy's batteries, was obliged to yield to such superior force."

[To be continued.]

NAUTICAL ANECDOTES AND SELECTIONS.

AMUSING NARRATIVE, OR THE HOPES AND FEARS OF JONATHAN.

(From the *National Intelligencer.*)

Narrative of the Escape of the Hornet from a British Seventy-four, after a Chase of 42 Hours; extracted from a private Journal of one of the Officers on board the Hornet.

United States Ship Hornet, off the Cape of Good Hope,
Saturday, May 9, 1815.

Thursday, April 27th, 1815.

AT 7 P.M. the Peacock made a signal for a strange sail bearing S.E. b. S. We immediately made all sail in chase. Friday, 28th, commenced with light breezes and pleasant weather; all sails set in chase; at sun-down we neared the stranger considerably, when it fell perfectly calm, and remained so during the whole of the night; the stranger a-head, and could just discern his topsails out of the water. At day-light the sail not to be seen from the deck; at 5 A.M. a breeze sprung up from the N.W. we immediately crowded all sail, in order, if possible, to get sight of the chase again; soon after descried him standing to the northward and eastward on a wind.

Saturday, the 29th, at three quarters past two P.M. the Peacock was about ten miles a-head of the Hornet, we observed Captain Warrington approaching the stranger with much precaution: we therefore took in all our larboard steering-sails, set the stay-sails, and hauled up for the Peacock, still under the impression the sail in sight was an English Indiaman, and from the apparent conduct of the commander of the Peacock, we were under an impression, as the ship looked very large, that Captain W. was waiting until we came up with him, in order to make a joint attack. At half-past 3 P.M. the Peacock made the signal, that the chase was a line-of-battle ship, and an enemy. Our astonishment may easily be conceived; we took in all steering-sails, and hauled upon the wind, bringing the enemy upon our lee quarter, about 3 leagues distance; the Peacock on his weather-bow, and apparently not more than 3 miles from the enemy; at sun down the enemy bore E. ½ S. the Peacock E. b. N. We soon perceived the enemy sailed remarkably fast, but the Peacock left him, running off to the eastward. The enemy continued by the wind, and evidently in chase of us; at six loosed the wedges of the lower masts; at eight we discovered the enemy weathered upon us fast, and that there was every appearance he would, if not come up with us, continue in sight all night. It was thought necessary to lighten the ship; at nine we cut away the sheet anchor, and hove overboard the cable, a quantity of rigging, spars, &c. At half-past nine scuttled the ward-room deck to get at the kentledge; hove overboard about 90 pieces, weighing about 50 tons. At two A.M. tacked ship to the southward and westward, which the enemy no sooner discovered than he tacked also. At day-light he was within shot distance, on our lee quarter; at seven A.M. he hoisted English colours, and a rear-admiral's flag at his mizen-top-gallant-mast head, and commenced firing from his bow guns, his shot over reaching us about one mile. We therefore commenced again to lighten the ship, by cutting away our remaining anchors, and throwing overboard the cables, cut up the launch and hove it overboard, a quantity of provision, with more kentledge, shot, capstan, spars, all rigging, sails, guns, and, in fact, every heavy article that could possibly tend to impede the ship's sailing. The enemy continued to fire very heavy, and in quick succession, but his British thunder could neither terrify the Yankee spirit, nor diminish Yankee skill, nor compel us to shew him the Yankee stripes, which must have irritated him excessively. None of his shot as yet had taken effect, although he had been firing for near four hours incessantly, his shot generally passing between our masts. We thought at this period we discovered we were dropping him, as his shot began to fall short; this stimulated our gallant crew to fresh exertion. At 11 A.M. his firing ceased, and the breeze began to freshen, we discovered the enemy was again coming up with us fast, which induced a general belief that he had made some alteration in the trim of his ship. At meridian, squally and fresh breezes; wind from the westward. Sunday, 30th, fresh breezes and squally; the enemy still gaining on the Hornet. At 1 P.M. being within gun-shot distance, he commenced a very spirited and heavy fire with round and grape, the former passing between our masts, and the latter falling all around us. The enemy fired shells, but were so ill-directed as to be perfectly harmless.

From two to three P.M. threw overboard all the muskets, cutlasses, forge, &c. and broke up the bell; also cut up the top-gallant forecastle. It was now our capture appeared inevitable; the enemy three-fourths of a mile on the lee quarter, pouring his shot and shells in great numbers all around us—continued to lighten the ship by heaving every thing overboard that could either be of service to the enemy, or an impediment to the Hornet's sailing. The men were ordered to lie down on the quarter-deck, in order to trim ship, and to facilitate the ship's sailing. At 4, one of the shot from the enemy struck the jib-boom, another struck the starboard bulwark, just forward of the gangway, and a third struck on the deck forward of the main hatch, on the larboard side, glanced off, and passed through the foresail.

At half-past 4, we again began to leave the enemy, and to appearance, by magic—set the larboard lower steering sail, the wind drawing more aft. At 5, the enemy's shot fell short. At 6, fresh breezes—the enemy hull-down in our wake. At 7, could just see his lower steering-sail above the horizon; from 8 to 12, descried him at intervals, with the night glasses. At day-light, discovered the enemy astern of us, distant five leagues. At 9 A.M. the enemy shortened sail, reefed his top-sails, and hauled upon a wind to the eastward, after a chase of forty-two hours. During this tedious and anxious chase, the wind was variable, so as to oblige us to make a perfect circle round the enemy. Between two and three o'clock yesterday, not a person on board had the most distant idea that there was a possibility of escape. We all packed up our things, and waited until the enemy's shot would compel us to heave to and surrender, which appeared certain.

Never has there been so evident an interposition of the goodness of a Divine Father—my heart with gratitude acknowledges his supreme power and goodness. On the morning of the 28th, it was very calm, and nothing but murmurs were heard throughout the ship, as it was feared we should lose our anticipated prize—many plans had been formed by us for the disposal of our plunder. The seamen declared they would have the birth-deck carpeted with East India silk, supposing her an Indiaman, from India, while the officers, under the impression she was from England, were making arrangements how we should dispose of the money, porter, cheese, &c. &c. Nothing perplexed us more than the idea, that we should not be able to take out all the good things before we should be obliged to destroy her. We were regretting our ship did not sail faster, as the Peacock would certainly capture her first, and would take out many of the best and most valuable articles before we should get up—(this very circumstance of our not sailing so fast as the Peacock, saved us, in the first instance, from inevitable capture; for when Captain W. made the signal for the sail to be an enemy of superior force, we were four leagues to windward.) We all calculated our fortunes were made, but, alas ! we " caught a Tartar."

During the latter part of the chase, when the shot and shells were whistling about our ears, it was an interesting sight to behold the varied countenances of our crew. They had kept the deck during all the preceding night, employed continually in lightening the ship, were excessively fatigued, and under momentary expectation of falling into the hands of an enraged enemy. The shot that fell on the main deck (as before related) struck immediately over the head of one of our gallant fellows, who had been wounded in our glorious action with the Penguin, where he was lying in his cot very ill with his wounds ; the shot was near coming through the deck, and it threw innumerable splinters around this poor fellow, and struck down a small paper American ensign, which he had hoisted over his head—destruction apparently stared us in the face, if we did not soon surrender, yet no officer, no man in the ship, shewed any disposition to let the enemy have the poor little Hornet. Many of our men had been impressed and imprisoned for years in that horrible service, and hated them and their nation with the most deadly animosity ; while the rest of the crew, horror-struck by the relation of the sufferings of their shipmates, who had been in the power of the English, and now equally flushed with rage, joined heartily in execrating the present authors of our misfortune. Captain Biddle mustered the crew, and told them he was pleased with their conduct during the chase, and hoped still to perceive the propriety of conduct which had always marked their character, and that of the American tar generally, that we might soon expect to be captured, &c. Not a dry eye was to be seen at the mention of capture ; the rugged hearts of the sailors, like ice before the sun, warmed by the divine power of sympathy, wept in unison with their brave commander. About two o'clock, the wind, which had crossed us, and put to the test all our nautical skill to steer clear of the enemy, now veered in our favour (as before stated), and we left him. This was truly a glorious victory over the horrors of banishment, and the terrors of a British floating dungeon. Quick as thought, every face was changed from the gloom of despair to the highest smile of delight, and we began, once more, to breathe the sweets of liberty—the bitter sighs of regret were now changed, and I put forth my expression of everlasting gratitude to him, the supreme Author of our being—who had thus signally delivered us from the power of a cruel and vindictive enemy.

RUSSEL ROCK, GUERNSEY.

A BUOY of large dimensions is placed near the Russel Rock, Guernsey. It is painted black, with "Guernsey, 1815," on the bottom, with white letters on a red ground. This buoy is close to the south head of the dangers of the rock and all its sunken heads, and on the flood or ebb tide rides about 18 feet from the rock; therefore, all commanders of vessels should notice that the danger extends in a north-east direction from the buoy, one cable's length, or about 120 fathoms; and that to avoid all dangers, the buoy must be kept from at least 150 fathoms on the north-east direction, but in all other directions it may be approached within 60 fathoms.

MARINE SCHOOL.

THE Directors of the Greenock division of the Clyde Marine Society having petitioned the Lords Commissioners of the Admiralty, setting forth the advantage likely to be derived from having a naval school established at that port, and praying that they would be pleased to grant for this purpose his Majesty's sloop Ornen, their Lordships, in addition to complying with the prayer of the petition, have been pleased to express their decided approval of such establishment, as being of beneficial tendency to the marine interests of the country. Accordingly, J. Bruce, Esq. his Majesty's naval officer at Leith, delivered over the Ornen to the Directors of the Marine Society. She is now to be fitted up, and, it is calculated, will afford ample accommodation for sixty or seventy boys, to be instructed (during the period they may require to remain in this asylum, until of sufficient age and strength to be apprenticed out to the sea service) in the theory and practice of seamanship, a portion of their time being devoted to reading, writing, &c. We likewise understand, that it has been proposed, in order to form their moral habits, and to afford them that instruction which may ultimately render them good members of society, and intelligent seamen, to provide them with a small library, containing works of morality suited to their capacities, copies of the history of their country, of its naval heroes,* the voyages of circumnavigators, and such books as point out the duty of allegiance the subject owes to his King and

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* Independently of our private interest in the recommendation, surely a set of the Naval Chronicle would be highly eligible for the purposes of this establishment.

Country. These, and such like employments, it may rationally be presumed, will have the tendency to produce a useful emulation in the breast of the young seamen, and aid in rivetting their attachment to the parent state, and for which no period can be so fitting as that of their youth.

JEAN BARTH.

Jean Barth, born at Dunkirk, in the year 1651, rendered his name noble, and spread his fame through all Europe by his extraordinary bravery. He was the son of a poor fisherman, but, nevertheless, Louis XIV. was pleased to distinguish him in the midst of his Court. The Chevalier Fourbin, his companion and rival in glory, who joined to the advantages of a noble birth and a polished education, the intrepidity of Jean Barth, introduced him at Versailles in 1691. The Courtiers, on that occasion, said one to another, "Let us go see this bear which the Chevalier de Fourbin is leading about;" but the King received him in the most gracious manner.—Seeing him one day in the gallery, he called him to him, and told him, in a polite manner, "Jean Barth, I have just appointed you a Commodore."—"Sire, you have done well," replied the sailor. The Courtiers burst out into loud laughter at this sample of rude *naïveté* which, according to their interpretation, indicated both stupidity and vanity; but the King observed to them, "You have not comprehended Jean Barth—his answer is that of a man who is sensible of his own worth, and who is resolved to give me fresh proofs of it."

Jean Barth soon justified the Monarch's confidence: before this time he only shewed the indefatigable bravery of the captain of a privateer: he soon signalized his courage in more useful actions. Thirty-two ships of the line, English and Dutch, were then blockading the harbour of Dunkirk; Jean Barth sallied out with seven frigates, and on the following day made himself master of four English ships, richly laden, bound for Russia. In the course of that year he burned more than eighty vessels belonging to the enemy, made a descent near Newcastle, ravaged all the country round about, and returned to Dunkirk with prizes to the amount of 80,000*l.* sterling. He again sallied out before the end of the year 1692, with three sail of the line, met the Dutch Baltic fleet, laden with corn, attacked and routed the convoy which escorted it, and took sixteen merchant vessels. In 1693, Jean Barth, then captain of the Gorieux, of 64 guns, was under the command of the Marshal de Tourville, in the famous battle of Lagos, on which day the French revenged the disasters at La Hogue, on the squadron of English merchant vessels, which had sailed from England for Spain, Italy, and the Levant. Eighty-seven merchant vessels, and many ships of war, were taken or burned, and the loss of the Allies on that occasion was valued at above a million sterling. Jean Barth having separated himself from his division, drove on shore near Faro six Dutch vessels, richly laden, which were consigned to the flames. The following year was distinguished by successes of a more useful kind. There was a scarcity of grain in France; Jean Barth, in spite of the vigilance of the English, first enabled a considerable fleet laden with grain to enter Dunkirk: he afterwards proceeded to meet a still more considerable fleet, which was conveying to France corn from Denmark and Poland: Rear-admiral Hyde, commanding eight ships of war, had made himself master of the convoy; he had already arrived off the Texel, and was on the point of entering the Dutch ports; not a moment was to be lost; Jean Barth, although he had no more than six vessels, and of inferior rates to those of the enemy, attacked without hesitation, took the rear-admiral's ship by boarding, took also two other vessels of war, and brought back the whole fleet of merchantmen into Dunkirk. This brilliant action obtained him letters of *Noblesse*. In the year 1696, having once more deceived the English, who were waiting for him outside the port, with a squadron three times as strong as that which he commanded, he met the Dutch Baltic fleet, amounting to 110 sail, and protected by five frigates. The escort soon fell into the hands of the French, together with forty of the ships; but thirteen Dutch ships of the line having made their appearance at the time when Jean Barth was conveying his prizes to Dunkirk, he was obliged to burn the greater part of them, and he himself escaped to avoid an unequal combat.

Peace alone could interrupt the labours of this celebrated mariner. Peace was concluded at Ryswick, and Jean Barth passed his last years at Dunkirk, where he died of a pleurisy, the 27th of April, 1702, at the moment when the war about the Spanish succession was commencing, which would have opened a fresh career for his courage and experience. It has been said of Jean Barth, that he was good for nothing but on board his own ship; that is to say, that he was only fit to command a single vessel, and that he was more qualified for a bold action than a project of considerable extent. The second part of this assertion appears just enough, the first is contradicted by facts: it was with squadrons of six or eight vessels that Jean Barth accomplished his most glorious enterprises, and that he frequently shewed as much prudence in the combination of his plans, as intrepidity in the execution.

JAMES GARLAND.

Captain James Garland, late first lieutenant of the Superb, was so highly esteemed and respected on board that ship, that on her being paid off, the ward-room officers presented him with a very elegant silver ladle; the midshipmen sent him an elegant silver cup, and a neat handsome snuff-box, on each of which was inscribed—" The Midshipmen of the Superb to Captain Garland," accompanied by the following letter:—" The undersigned Midshipmen of his Majesty's ship Superb, request Captain Garland will accept a small token of their respect and gratitude." (Signed by nine of these Gentlemen.) Equally high was this excellent officer in the estimation of the seamen of that ship, who also presented him with an elegant and highly-finished eaperne, on the stand of which was inscribed—" A tribute of esteem and gratitude, from the Seamen of his Majesty's ship Superb, to James Garland, R.N. late their first lieutenant, Sept. 10, 1815." These are highly gratifying testimonials of the worth and merit of an officer, and must be particularly so to him who receives them.

DISCONTENTED OR DISTRESSED SEAMEN, WITHOUT TRUE PRETENCE.

THE following notice was lately posted up in the city :—

"BIRCH, Mayor.

"Whereas a number of seamen have applied at the Mansion-house for relief, stating that they have served on board his Majesty's ships of war, and are out of employ, and without means of subsistence, the Lord Mayor has ordered the following list of pensions to seamen of his Majesty's navy to be circulated in this city, in order that the provision made by Government for such persons may be generally known; as well as that his Majesty's ships are directed at this moment to receive all such as are fit for service.

PENSIONS TO SEAMEN IN HIS MAJESTY'S NAVY.

"Every seaman who has served in his Majesty's navy 14 years, one-third of which as able, will be entitled to a pension of	£.10	12	0
"Increasing every year progressively, until it shall amount to	27	4	0
"In addition to these pensions, he will receive 15*s.* 2½*d.* for every year that he has served as a petty officer of the first class, therefore, a person who has served 14 years as a seaman, and 10 years of these as a petty officer of the first class, will be entitled to	18	4	0
"If he has served 20 years as a seaman, and 17 of these as a petty officer of the first class, he will have a pension of	26	12	0

"Increasing in proportion to their servitude, till it amounts to 50*l.* and upwards.

"By order of the Lord Mayor,

Francis Hobler."

THE LATE SIR WILLIAM PENN, KNT.

IN the cross aisle of the church at St. Mary, at Redcliff, Bristol, is a monument of Sir William Penn, Knt.*

INSCRIPTION.

"Sir William Penn, Knight, born at Bristol, 1621, of the Penns, of Penn's Lodge, in the county of Wilts. He was made Captain at 21; Rear-admiral of Ireland at 23; Vice-admiral of England at 31; and General in the first Dutch war, at 32: whence returning in 1655, he was chosen a Parliament Man for Weymouth; 1660, was made Commissioner of the Admiralty, and Navy, Governor of the Forts, and Tower of Kingsale, Vice-admiral of Munster, and a Member of that Provincial Council; and in 1664 was chosen great Captain Commander, under his Royal Highness, in that signal, and most evidently successful, fight against the Dutch fleet. Thus he took leave of the sea, his old element, but continued his other employs till 1669, when, through bodily infirmity (contracted through the care and fatigue of public affairs) he withdrew, prepared, and made for his end; and with a gentle and even gale, in much peace, arrived, and anchored, in his last and best port, at Wanstead, in the county of Essex, 16th September, 1670, being then but 49 years of age, and 4 months. To whose name, and merit, his surviving lady erected this remembrance."

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* Sir William was father of the celebrated William Penn, who settled Pensylvania, and founded Philadelphia; Mr. Richard Penn, of the War Office, is the representative of the family.

Sir William was son of Captain Giles Penn, severally Consul for the English in the Mediterranean; and of the Penns, of Pen, in the county of Bucks; and by his mother's side, of the Gilberts, of Somerset. Some of the flags taken from the Dutch are suspended from one of the columns near his monument, as trophies of his valour; as likewise his armour and helmet.

PLATE CCCCXLVIII.

THE Bay of Toulon* is formed on the south by a peninsula, joined to the main by a narrow low neck of land; the outer point of this peninsula is Cape Cepet. The outer or great road of Toulon is bounded by the peninsula on the south: its entrance is a mile and a half broad, and is defended by many forts on both shores. The inner road is a fine basin, entered between two promontories, a quarter of a mile from each other, and both covered with batteries: the depth in the basin is six to four fathoms. Toulon (*Telo Martius*), the only naval arsenal of France in the Mediterranean, is situated in the inner road, and contains 20,000 inhabitants, who are chiefly employed in the business of the fleet. Its trade is confined to the export of some wine, fruits, oil, and capers, coastways, and to the import of objects required by the shipping. The arsenal has two basins, in which the largest ships lay afloat: one of the dry docks is 180 feet long by eighty wide, and eighteen deep, and is emptied by eighty-four pumps worked by steam; the rope-walk is an arched stone building, 100 fathoms long. Querqueragne Road is four leagues east of the bay of Toulon.—(TUCKEY's *Maritime Geography.*)

Geographical site: latitude, 43° 7′ 9″ N. longitude, 3° 35′ 26″ E. from Paris. (*C. des T.* 1813.)

Cape Sicie, on the S. coast of France, is the most southerly point of the government of Provence, and to the W.S.W. from Cape Cepet, the western point of the opening to the great road of Toulon. Between these two capes is a bay, which has anchorage in 10 fathoms.

Cape Cepet is the S. point of the peninsula on the W. side of the bay and road of Toulon. Along this easternmost part of the peninsula is a rocky shore, so that the land on that side must have a berth in coming from the S. or W. till the coast, in going along northward, begins to vary towards the W. and to open the road, when there will be from 6 to 12, 15, and even 20 and 25 fathoms, according to the distance from shore. When Fort Louis is fairly open on the N. shore, at N.W. b. N. or thereabouts, there is anchorage at half a league E. b. N. from this cape, in from 15 to 25 fathoms.

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* See 𝔑.𝔆. vol. ii, pp. 25, 37, 102, 297, 401; iv, 478; xi, 479; xix, 374; xxii, 434, 457, 500; xxiv, 250; xxviii, 425.

St. George's Cove or Creek, on the S. side of the great road of Toulon, on the coast of France, in the Mediterranean, is to the S.W. from the point of land to the N. of Cape Cepet, which forms the S.E. point of that road. There is 8, 10, and even 15 fathoms off the mouth of it, and within it from 9, to 4, 3, and even 2 fathoms. There is also from 6 to 3 fathoms off the W. entrance, but farther off shore to the N. from 10 to 20 fathoms. Across from this point to Balaguier Tower is from 8 to 7 and 9 fathoms, but farther down the bay to the S.W. it shoals to 2 fathoms.—(MALHAM'S *Gazetteer.*)

CORRESPONDENCE.

A Synopsis of Naval Actions between the Ships of His Britannic Majesty and of the United States, during the late War. [By a BRITISH NAVAL OFFICER on the American Station.]

[Continued from page 220.]

WE have next the pleasure of recounting the capture of a very formidable South-sea cruizer, of "tar and feathering" memory; no less a personage, than that boisterous champion of "Free Trade and Sailors' Rights," Mr. David Porter. His frigate, the Essex, is, I trust, safe in a British port. The particulars of her capture have already been detailed in the public prints. Unlike all the letters of the *American* "heroes," Captain Hillyar makes no boast of succeeding in a contest, in which he was so evidently superior. We wish, for his sake, the Cherub had been absent. As it was, the following estimate of the force engaged, will shew, that the numbers were not quite so disproportionate, as between our three frigates, and their opponents; and yet those actions were blazoned forth, from one end of the Union to the other, as "splendid victories"—"Brilliant achievements"—and even, with unblushing hardihood—"*Equal* combats!"

PHŒBE,
(rating 36, mounting 44 guns.)
Broadside.
Main-deck—13 18lb. long guns—234lbs.
Qr.-dk. & Forecastle. 1 9lb. ditto 9lbs.
7 32lb. carronades 224lbs.
——467lbs.

CHERUB,
(rating 20, mounting 26 guns,)
Broadside.
Main-deck— 9 32lb. carronades 288lbs.
Qr.-dk. & Forecastle. 4 18lb. ditto 72lbs.
1 6lb. long gun 6lbs.
——366lbs.

Total 833lbs.

Phœbe—men and boys 300
Cherub— do. do. 135
——135.

ESSEX
(rating 32—mounting 46 guns.)
Broadside.
Main-deck—13 32lb. carronades—416lbs.
Qr.-dk. & Forecastle 7 do. do. 224lbs.
3 12lb. long guns. 36lbs.
——676lbs,

Men, with those that escaped ashore, 300.

Superiority on the British Side.

In weight of metal; as six to five.

Number of men, not quite, as 3 to 2.

I am here supposing our ships to have had each their full complement; which, probably, was not the case. The Essex, when she left the Delaware, in October, 1812, had 376 prime seamen. In killed and wounded, our loss was very trifling, about 15; the enemy's very severe, about 152. He certainly made a brave defence; but it might have been told with a better grace, by any other person than himself. His letter is of immoderate length; contains many inconsistencies, and much foul language against Captain Hillyar. We may allow him to be a little angry, that, notwithstanding his cautious plans, the commander of the Phœbe should just nick the time of his return to Valparaiso.

Another proof of the judgment of the American government in building such *sloops-of-war* as the Wasp, Frolic, and Peacock, has unfortunately occurred, in the capture of the Reindeer brig, by the first-named vessel, on the 28th of June, 1814. Never was a ship more ably defended, than this ill-fated brig; nor British gallantry more fully displayed, than in the unavailing efforts of her heroic crew. All that could be done, was done! Poor Manners! thine was a noble spirit; but the unerring rifle set thee at rest, ere the "proud union" of thy country was lowered from the peak!—Where would the Wasp have been now, had there been, in men and metal, only a *slight* odds in her favour?

Originally, the Reindeer, like other brigs of her class, mounted thirty-two-pounder carronades; but, it appears, she lost part of them in a gale of wind; and, leaving the remainder in port, took on board a full set of twenty-fours. She was built of fir, in 1814; and had long out-lived her contract. She had, it is stated, 20 boys in her crew: her full complement was 121; which we shall allow her to have had on board.

The Wasp's force, in guns and men, we are enabled correctly to give: Her commander is very highly spoken of. The following particulars will place this action in a proper point of view:—

REINDEER, (rating 18 guns, mounting the same.)	WASP, (rating 18 guns, mounting 22 guns.)
Broadside.	Broadside.
8 24lb. carronades—192lbs.	10 32lb. carronades—320lbs.
1 6lb. long gun 6lbs.	1 18lb. long gun 18lbs.
——198lbs.	——338lbs.
Men and boys, as full complement, 121.	Men, of the usual quality—175.
Measurement, under 385 tons.	Measurement, (above) English, 550 tons.

Superiority on the American Side.

In weight of metal, as seven to four.
In number of men, as seven to five.
In size of vessel, ditto.

Our loss in killed and wounded is stated to have been 50 or 60; the enemy's 30. Owing to the expertness of twenty-six marines, stationed in the tops for the purpose, all the Reindeer's officers, save the captain's clerk, were picked off, and killed, or disabled. The brig herself was so much shattered, as to require destroying after the action.

On the 11th July, 1814, the Rattlesnake, of 16 guns, 24's and 9's, and 131 men, was taken by the Leander frigate. She had a very choice crew. The officers and men had iron helmets, or skull-caps, to fend off the lusty coup-de-sabres of British boarders; with the motto in front—"Don't give up the ship."

While the Rattlesnake and Enterprise (of similar force) were out in company, they obtained information, that our brig, the Dotterel, was cruizing off Charleston, with a crew of *sixty* men, and those weakly and discontented, a plan was formed to board in concert; satisfied that 260 men would quickly overpower 60, or even three times the number. It is doubted whether the Enterprise had all her guns on board. However, after many hours of anxious look-out, the two heroes were chased away, by the Morgiana, of 18 guns, 16 24-lber. carronades, and two small long guns, with a crew of at least ten men under the *half* of what were on board the enemy's brigs. It is probable, the Morgiana having one more mast than the Dotterel, occasioned this panic; as American sloops of war, of the heaviest class, have hitherto shewn a preference for our *brig-rigged* sloops. The Dotterel is said to have been on her station, watching the two schooners, Carolina, and Nonsuch, of 16 and 12 guns, and 120 men each; who were, perhaps, better informed of the condition of the Dotterel's crew, and therefore chose to remain blockaded. One of the instances above alluded to, occurred in the Frolick (now Florida), of 22 guns, and 171 men, avoiding the track of the Herald, of 28 guns (32 and 18lber. carronades, and long sixes), and 135 men, stationed off the Baliga; on learning that the latter's main-deck battery were carronades, and not long sixes, as at first supposed. The Herald throws only 28lbs. more shot than the Frolick, and is not so large by 150 tons.

On the 12th July, 1814, the Syren, of 16 guns, 2 42lber. and 12 24lber. carronades, and 2 long 9's, with 137 men, was captured by the Medway, 74. It is conjectured, the two 42lbers. were taken from the President frigate, which was in port, refitting, when the Syren sailed; leaving the former 14, instead of 16 42's, on her quarter-deck. The three American *forty-four's* were built in 1798; and the United States had become so weak in her upper works, that Commodore Decatur, in his letter to Sir Thomas Hardy, off New London, states her to mount but 49 guns; when we know she carried 56, besides howitzers in her tops, at the capture of the Macedonian. These apparently trivial circumstances are noticed, because, should any of these frigates hereafter undergo an inspection, by foreigners of any nation, the Americans will not scruple to say, "You see, the ship does not mount so many guns as the British gave her."—It is in such sophistry as this, not in fighting, that we are unequal to the Americans.

I am not aware of having to notice the capture of any other man of war by a national vessel of the Americans. Two we have lately lost to American *privateers*; one of them, under such circumstances of bold daring on the part of her commander and crew, that it would be highly unfair to pass it over.*

The Landrail cutter, of 4 12lb. carronades, commanded by Lieutenant Lancaster, with a complement of only 19 men and boys, fell in with, on the 12th of July, the large American privateer schooner Syren, carrying (according to American accounts) 2 12lb. carronades, 4 long sixes, one long 12lber. on a traversing carriage, and 78 men: with this unequal adversary, the cutter sustained a running fight of one hour and twenty minutes; and a close action, within half-pistol shot, of forty minutes more; when boarding gave her to the enemy. Nor were her exertions wholly in vain; for she killed the privateer's captain, and one or two of his officers, wounded 8 men, and had but one man wounded herself. The cutter has since been recaptured by the Wasp sloop of war; but her gallant captain and crew are prisoners in America.

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* The other was the Ballahon schooner, of 4 guns, and *thirteen* men, to the Perry privateer, of 5 guns, and 120 men.

[To be continued.]

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MR. EDITOR, *Bedfordshire, 5th November*, 1815.

OBSERVING that you have in your last section of Captain WRIGHT's interesting Biography (page 284), given currency to an anecdote of Buonaparté, when he went on board the Undaunted frigate, I have thought that a fuller and more particular account of the occurrence alluded to, may prove acceptable, and indeed useful, towards confirming the authenticity of your statement: therefore, I here subjoin the abstract of a letter from an officer of that ship to a female relative, which your readers may give entire credit to as undoubtedly genuine; *viz.* On the 16th April, 1814, the Euryalus and Undaunted, which had been engaged with the batteries at Cassis, were prepared to make another attack, but the night before, they saw Marseille illuminated, and a number of fire-works. In the morning they discovered a white flag flying on the fort, and stood-in; when close-in with the batteries and preparing to anchor, having also a white flag flying, the batteries opened, to the utter surprise of all on board, and a 32*lb.* shot struck the Undaunted; that ship was not backward in returning this practical compliment with a couple of broadsides, and stood out again. However, soon after, the English, Russian, Swedish, and several other flags were seen flying on the fort, and a number of boats came out with the white flag flying. They made many excuses for having fired, attributing the mistake to the gunners not having received counter-orders adapted to the new circumstances, in due time. The Undaunted then steered in, and anchored off Marseille. Lieutenant GEORGE SIDNEY SMYTHE, of the Undaunted, was sent to the health-office, to report the ships, and displayed the white cockade, which pleased the town's people so much, that the boat could hardly pass for the throng, and nothing could be heard but acclamations of "*Vivent les Anglais! Vive Louis dix-huit! Vive le Roi! Diable emporte Buonaparté!*" &c. In the afternoon, the officers went on shore; and the moment they landed were raised on the shoulders of the men, and half devoured by the kisses of the women, chiefly of the piscatory classes: they passed by the town-hall, where formerly was placed Buonaparté's bust: but, times were changed, the head was sawn off, every thing in the shape of an eagle destroyed, and the windows broken. On anchoring, the two frigates saluted, which was returned by the forts; and at night they were illuminated, discharged *feux-de-joie*, and let off fire-works, which much astonished the spectators unaccustomed to such naval exhibitions. The ships became so constantly crouded with the inhabitants, that the officer already named, who, from a long captivity, was most versed in French, Lieutenant S. was fairly worn out, by standing interpreter, for hours together, to so curious and loquacious a multitude. At this time Toulon had not with one accord hoisted the white flag; but the Prefect, who was an anti-Bourboniste, had found it necessary to abscond.

After ten days so passed, Colonel CAMPBELL arrived at Marseille, with an order to send the first English frigate he could find to Fréjus, to convey Buonaparté to Elba. This fell to the lot of the Undaunted: she arrived at Fréjus in 24 hours, a few hours after Buonaparté's arrival there. The rest of the day she anchored, was employed in getting on board his coaches, cooks, and tribe of followers. The next day was that of the *ex*-emperor's embarkation, and Lieutenant Smythe was the officer particularly charged with that service; but neither the looks or the tone of that officer demonstrated that he thought it any honor to be thus placed in waiting on his former jailor. To be sure it does not tend to put a man in the best of humors, to be sent off at 5 o'clock in the morning, without breakfast, and be kept waiting in a boat without refreshment until 9 o'clock at night, which was the hour that Buonaparté embarked from a small village about a mile from Fréjus, bearing the memorable name of St. Raphaël; the very place he debarked at from Egypt on the 9th of October, 1799;* and on the spot where a *feu-de-joie* was fired on his landing; his image was burnt a few days before he embarked for Elba. There is a feature of retribution in this fortuitous coincidence of events! But (continues the writer now quoted) the more one sees of Frenchmen the more one learns to despise them; for some of the very rascals who were now crying out against the fallen Buonaparté, a short time before, when prisoners on board the Undaunted, were extolling him as the best of men! As the boat could not get quite close enough for Buonaparté to step in dry, Lieutenant S. rigged a stage for his accommodation; and was seen to pick up and preserve some pebbles from the last-footstep of the imperial harlequin on the French soil. It is thought that Buonaparté, who had now recovered the fatigues and anxieties of his journey, expected to be steered by Captain USHER, or by the lieutenant of the boat, according to the etiquette of a crowned head: but that office was allotted to a midshipman, whose name this extraordinary personage condescended to inquire. He then asked who the lieutenant was; Captain USHER answered, that he was a nephew of Sir SIDNEY SMITH: Buonaparté mumbled "*Sidney Smith*" over two or three times; asked where the latter was; and then held his tongue all the way off to the ship. This is all that then passed. Afterwards, on board, the only time he ever spoke to Lieutenant S. he said, "he cared little for Sir SIDNEY at Acré, as he fired very badly." Mr. S. answered him laconically, that "Sir SIDNEY said the same of *him*." At his coming on board, the ship saluted him, and weighed anchor immediately; but contrary winds did not allow them to reach Elba till the fifth day. On the way, passing the island of Capraia, it was found that the inhabitants had risen on the French garrison, made it prisoner, and voted themselves English. Lieutenant S. was left behind here as temporary governor. He described it as without exception one of the most villainous places that could be pitched upon to cure a man of the ambition to govern. The women are made complete slaves of; being doomed to all the labor of the fields, and not allowed to wear shoes. The reason of this privation being asked, the answer was, that from the badness of the roads (if it be permitted to apply the term to such rugged paths) a new pair would be required every week, and would besides endanger their slipping and breaking their necks. In ten days, Mr. S. was relieved from this beautiful government, and rejoined the Undaunted at Porto-Ferraio, which by this time was become quite a gay place; Buonaparté giving balls, always having one of the lieutenants of the Undaunted as a sort of honorary *aide-de-camp*, except Lieutenant S. who declined his turn; as he said he really could not forget the murder of his captain (Wright). In fact this young officer never did voluntarily go near him or any of his gang. It certainly seems odd that Buonaparté should never speak to Mr. S. on board, but once; as he was often walking arm-in-arm with the other officers. During the passage, he made a point to have one of the lieutenants at his table. Mr. S. was therefore obliged, *malgrè lui*, to dine there officially, because it was thought to be the duty of every one to shew him respect, and Colonel Campbell seemed to shew that he was on board with him to see that it was done. After remaining at Elba a fortnight, the Undaunted was sent over to Fréjus for Buonaparté's sister, Paulina; but she had already sailed: the Undaunted then returned, and remained three days more at Porto Ferraio. The day before her final departure, Buonaparté invited Captain Usher and his four lieutenants to a formal dinner. But on this occasion the junior lieutenant, already named so often, refused to go; assigning, that whatever etiquette he might feel bound to conform to on board ship, the same rules did not apply to society on shore, and that besides he understood they were each to be presented with a ring, worth about 100*l.*; and he would neither pay respect to nor accept a gift from, "such a fellow," in plain English. It happened, however, that the trinkets being mislaid, the presents did not take place as expected on that occasion; but he gave to Captain Usher a snuff-box, adorned by his portrait, and enriched with diamonds, to the estimated value of 1000*l.* Porto Ferraio is described by its naval visitants as decorated with beautiful buildings; but the effect of which is completely spoiled by the crooked and narrow streets (not above 10 or 12 feet wide) which the radiant heat of the climate seems to be the influencing cause of over most part of southern Italy.

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* See biographical memoir of Captain I. W. WRIGHT, page 359 of this volume.

Should you, Mr. Editor, deem this selection from a genuine correspondence, to be a suitable supplement to your biographical memoir of the gallant, amiable, and ill-fated Wright (whose memory seems cherished by his pupil, the youthful lieutenant, in a way equally worthy of his school,* and of the name he bears), you may give publicity to it at your pleasure.

It is really curious to see how the Corsican JEZZAR † is doomed to be either hunted or haunted by a SIDNEY-SMYTHE; for it is no less strange than true, that there is a midshipman of that name and family on board the Havanna frigate, who sailed about the same time that Buonaparté did for St. Helena! and who, perchance, may hand him *out* of a boat, as his namesake did *into* one.

Robinson Crusoe.

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MR. EDITOR,

YOUR correspondent Verus, has opened a very wide field for discussion, as there are a great many naval characters, more perhaps than he is aware of, who have obtained honors (particularly of late) to which they had no more pretensions, from *their own* services, than Sir G—— H—— had to a medal, for his gallant conduct in the battle of Trafalgar, in which it appears, he was not present, or to be created a K. C. B. for his heroic services on that occasion. A man possessing a smooth plausibility, who can give a specious and apparently, dashing detail of his conduct, enforced with a sufficient stock of unblushing confidence, however destitute of truth or however little intitled in fact, to the least applause, will be more likely to meet with attention from a public board, than a modest man of sterling merit, who is content to state things just as they occur, without the surreptitious aid of false colouring. It is a well known fact, that it does not fall to the lot of every man, who has the daring spirit and manly intrepidity to perform the most extraordinary exploits of gallantry, to be endowed also with the happy talent of flourishing them off to advantage in a letter, and I believe most officers of the former description seem to have recourse to the latter, leaving their actions to speak for themselves; from a feeling, that *only they boast, who cannot act.* It certainly, cannot be considered an unfair question to ask, for what services some officers have been distinguished, above others, by honorary rewards? I should be inclined to think that those who have received such unworthily, were they possessed of any honorable feeling, would be ashamed to wear them; as their brother officers, knowing how unfairly they have obtained them, must consider them, rather as marks of disgrace.

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* Lieutenant G. S. SMYTHE was a youngster on board the Vincejo, at the time of her capture: after he escaped from French durance vile, he was sent out to his uncle, whose flag was flying in the Hibernia; and when Vice-admiral Sir SIDNEY SMYTHE was ordered home from the Mediterranean station last year, his nephew was promoted lieutenant into the Undaunted; and shortly after his other nephew, and elder brother of the lieutenant, Captain C. T. SMYTHE, was removed from the Hibernia to the command of the same frigate, *vice* Captain USHER.

† JEZZAR:—the familiar epithet of the Pasha of Acre, means literally butcher or slayer.

I am very fond of, and frequently mix with naval society, and I have often heard officers, whose opinions I highly respect, say, such and such a one, better deserved a reprimand for his conduct on the occasion, than the medal he had been honored with. I have heard officers who were in the first of June, assert, that there were those there, who behaved much worse than Captain M——y, and that in Lord Duncan's action (11 Oct.) there were several who behaved *much* worse than Captain W—m—n, whose misconduct was not taken any notice of, but had medals *then*, and honors and titles *since* conferred on them. A commander-in-chief in action, cannot perhaps always see the particular conduct of every captain, while engaged himself and enveloped in fire and smoke, which may, in some degree, account for his not taking that notice of misconduct, which his duty to the country should induce him to do; and perhaps in the exultation of a successful issue to a general battle, a commander-in chief feels more disposed to forgive than punish. But besides these, family connection, political interest, or a particular favoritism, will too generally prevail over individual merit, gallant conduct, or professional ability. The selection of officers as members of the new fashioned legion of honor, is as strongly marked by these considerations, looking at it as an order of merit *only*, as any thing possibly can be. But in their nomination to this order, the Admiralty have most admirably adhered to their usual mode of favoritism, and, of course, acted with strict consistency. For instance, who conversant with our naval history, could have believed that Admiral R. R. Bligh could have been passed over by any admiralty, and Admiral Sir A—- B——- Bart. been selected to be K.C.B. I have been told by several distinguished officers, that no ship was ever better defended, or fought in a more officer or seaman-like manner than the Alexander; success against so superior a force as she contended with, was not to be expected, excetpt from the interposition of a particular providence. But is success always to be considered the criterion of merit? Forbid it, liberality! Forbid it, honour! Forbid it, justice! Was not Vice-admiral William Bligh more entitled to this distinction than Admiral* K——— or Rear-admiral W——— H———? His conduct on 11th October was not considered inferior to that of Ad——l K———, and he was besides with Lord Nelson at Copenhagen, and I have been told that Admiral H——— was not with the fleet that day (11th Oct.). But what shall we say when we find Sir Henry Trollope passed over? His conduct, in the above action, was the theme of general admiration at the time, and he had several times distinguished himself before. Let me ask those *impartial* judges of merit, at the admiralty board, for what services Admiral A. B—— was recommended to the notice of the Prince Regent? Perhaps they will say, "Oh, he was in the action of the first of June." So was the Cæsar. May I presume to ask, for what heroic service was Admiral H——— nominated to be a

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* It is not meant to assert that either of these officers deserved not to be made K.C.B's but just to point out the palpable favoritism and partiality, or deplorable stupidity and blind obstinacy, which could prefer the least deserving. *Similes similibus gaudent.*

K.C.B? Was it for his gallant conduct in the Namur under Sir R. Strachan? But why in the name of wonder, were some of the late, or any of the present professional lords included? Because the nomination rested with themselves, and "Charity begins at Home." I am only surprised that *Admiral Croker* did not put in his claim to be a K.C.B. One more instance of partiality and favoritism I shall just mention, out of many remaining. Captain Talbot was deservedly made a K. C. B. for the capture of the Rivoli; but was not the conduct of Captain Fahie,* equally meritorious in capturing the Abercrombie? Supposing the services of both these officers equal, Captain Fahie, from being the senior officer and having performed his service *first*, ought, in common justice, to have been *first* taken notice of. Captain Fahie had also distinguished himself at the capture of Martinico, under Sir John Jervis, when 2d lieutenant of a sloop of war, placing the scaling ladders—scaling the walls of Fort Royal at the head of the seamen, and hoisting the British colours with his own hands. But Captain Talbot has great family connections, and commanding interest, which turned the scale in his favor. It would be a tedious and unpleasant task to point out the numerous cases of partiality and favoritism which are here to be met with, as I could name more than twenty officers, who are, in the general opinion of their brother officers, more deserving than an equal number of those, whom the Admiralty have thought proper to recommend. If his Royal Highness the Prince Regent meant this order to be conferred on *merit only*, his expectations are miserably disappointed, as it evidently appears to have been conferred on those, who may be said never to have fired a gun at an enemy, and withheld from those who have gallantly fought the battles of their country, and successfully supported the honour of the British flag. But there has lately come out a third order of the Bath, and the *honor* of this distinction has been offered to those captains, (for no admirals are included) who may have felt themselves disappointed in not obtaining the order of the second class. In the selection for this order, are included many officers who were justly intitled to higher distinction from their having been *really present* in the battle of Trafalgar, and received a medal for their gallant conduct there, and others who had received medals for their gallantry on other occasions. But can those gallant and distinguished officers, who have borne the burthen and heat of the day, accept of an order of merit inferior to that granted to their brother officers, for similar or inferior services on the same occasion? Can they submit to wear a decoration of less consideration than that worn by those, who did not arrive for days after the battle was ended? Or by him whose only *gallant exploit*, was knocking down an inferior officer, by giving him a pat on the head? If they can submit to this, I am mistaken in the opinion I have always entertained of the lofty, disinterested, independent spirit of the true naval hero. No! I cannot, I will not for a moment entertain so degrading an opinion of these gallant men; but think that they will, *unanimously*, refuse so humiliating an offer, as rather seeming to be an indirect imputation on their characters, than an honorable reward of MERIT.

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* Upon referring to our list of promotions, page 260, we find Captain Fahie, first on that list of Naval Captains as K.C.B.

Philo=Verus.

MR. EDITOR, *Weston Super Mare, July* 15*th*, 1815.

AS I conceive every circumstance which bears hard on the Naval Officer should be made known, and as I am led to believe that many of the suggestions given in your valuable work, have carried weight with them, and been attended to with laudable zeal by the Admiralty, I beg leave to point out through the medium of the N. C. a practice which may be deemed corrupt, in the department of the Post Office; and which as it appears so unjust, I do think, cannot have the sanction of His Majesty's government.

The Admiralty as guardians of the Navy, we may presume, cannot but be sensibly alive to every circumstance which concerns its interest and welfare; and although their lordships may not have the immediate power in their hands, of redressing *all* its grievances, yet, by their influence, and interference, they may prevent a repetition of such as are complained of, over which as a separate body they have not control. The following, I adduce as an instance of the unjust practice above alluded to—and not a solitary one either, as I have known it occur before:—A gentleman in the west of England wrote to his friend, an officer serving on board one of His Majesty's ships on the Irish station; the vessel, however, happened to be on a cruize, when the letter arrived at Cove, and the post-master, his deputy, or clerk, thought proper to send it to a foreign station, when after having traversed half the globe, it was returned, and at the expiration of *nine months!* presented to the officer it was addressed to, at one of the western ports, with the unreasonable charge of *six shillings* attached to it, the first, and proper postage being half a crown! The officer had remained the whole of the time in his ship on the station, and although a candid statement of facts was made, they would not make any abatement of the charge! Now, sir, it may be allowed that errors will creep in (and I cannot but imagine still, that the above transaction originated in error) and mistakes often happen in the best regulated offices, but when such have been pointed out, and still persisted in, what palliation can be offered? It is certainly out of all reason to suppose, that because one man makes a mistake in the performance of his duty—that another is *to pay for it!* this in reality (if sanctioned by authority) would be the ready way to subvert the principle of equity!

The fact is, however, that through the ignorance, or inadvertency of a post-master, his deputy, or clerk, an officer has been charged a sum almost *treble* to what he should by right have paid for his letter, besides having it withheld for nearly a *year!* and we may conclude, as the reduction of postage in this letter was refused, that every officer will be liable, when such mistakes are made, to the same extra-charges!!

The plan of charging officers with additional postage for their letters, when the nature of the service obliges them to move from port to port, and from station to station, appears not to have been modelled either by the hand of justice, or policy.—If indeed, officers were to remove from place to place on their own business, or pleasure, it would be proper—but, when they are not influenced by either, and are constantly changing station by direction of that authority which governs them, and, as every movement too, on their part, has for its object the good of king and country, is it not but reasonable that they should expect to be exempt from the burthen of such a tax,* an imposition which really every other class of society in Britain are less liable to feel——then

> " Let the rude gallant Sons of Neptune claim
> " A Nation's care."

I am, Sir, your obedient Servant,

R. J. B.

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MR. EDITOR, *4th Oct.* 1815.

AT the conclusion of a war, or rather series of wars, which for twenty-three years have agitated and overwhelmed Europe with desolation, misery, and I had almost said despair, from which England, happy England, has alone been exempted; it is no doubt necessary and proper to pay off and reduce our Naval establishments, and to allow our brave seamen who have served so long, and fought their country's battles so manfully, to return to their homes; yet it is truly pitiable and lamentable to see how very few of these honest tars have brought either pay or prize-money with them;—all, all is gone—spent, in a few days, what had required months and years to acquire, and now these poor fellows are wandering about London and all the out-ports, without money and without employment. In many sea-ports, they have proceeded to acts of violence, in compelling the seamen to leave their vessels, and preventing them from going to sea, until what they call their grievances are redressed: these pretended grievances are the lowness of wages, and the employment of other seamen not belonging to the port; the advance of wages required is ridiculous and absurd; ship owners cannot afford them, and while hundreds and thousands of seamen are wandering about idle, and the season is at the very dullest for shipping, how can they expect it. These occurrences, Mr. Editor, have led me to think, that the paying off and reducing our naval force, although in itself highly proper and necessary, has been carried into *too sudden*, and *too full effect;* our naval force had swelled to a most amazing amount, and due allowance does not appear to have been made for the change of time which peace would produce; at present, trade is much at a stand, and the goods and cargoes which are most wanted, are not to be had in sufficient quantity; in the Baltic, at Archangel, Canada, and South America, there have been great deficiencies of produce to load the ships sent out, and this, together with the fall of price of these various articles of produce, have of course prevented many vessels being sent out in the summer.

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* It ought to be taken into consideration that, from the *pittance* which the country allows to Naval Officers, they can (the greater part) but ill afford to pay *five, seven,* and often *eight* shillings for a *single* letter! although they are compelled to do so, or forego that happiness, and comfort, which arises from the tender communication of parents, wives, and all those who are held most dear.

I think it is much to be regretted, that our men of war were not paid off gradually, so as to enable one set of seamen to be provided for in the merchant service, before another was discharged; during this and the succeeding months, the ships will be fitting out for the East and West India voyages, and many of these poor fellows will get into employ; but before that has taken place, it is to be apprehended in some places, these misguided men may have persevered so long, and so absurdly in preventing trade and stopping ships, as to compel the civil magistrates to take very unpleasant steps to preserve the public peace. However desirable it may have been to discharge the men from the king's service, both to allow their return to their friends and to lessen the public expence, yet I do seriously think the discharge of such numbers *at once*, was impolitic. It is much to be wished, and I sincerely hope, a short time only will elapse, before sufficient employment is found for these fine fellows, hundreds of whom I have now the mortification of seeing going about idle, and I fear pennyless. The sudden discharge of so many seamen and marines, at this season of the year, when our ships are all absent on foreign voyages, and only the coasting trade open to them, was in my opinion a rash and ill-advised measure, and instead of paying off every ship except those wanted for foreign stations, I would have discharged them gradually, and I am confident had this plan been taken, the assemblies and combinations of the seamen, at so many out-ports, would have been avoided.

Neptunus.

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MR. EDITOR, *Hitchin, Herts, October 10th*, 1815.

YOUR correspondent Albion, and myself, are more likely to agree than we were, since in his last letter he confesses, that, after having made use of the words which I noticed, ("Thus has ended in defeat *all* our attempts on the American coast,") he ought to have added "With the exception of the capture of Washington, &c. &c." This is all I contended for, and I still remain of the opinion, that it is useless to argue with a man, who can write so much in the style of Buonaparte's bulletins—who, no doubt were he to write another, would say, "Thus have ended in defeat *all* the attempts of the Allies against me," and if remonstrated with upon the word *all*, would add, "with the exception of the battles of Leipsic, Waterloo," &c. &c.

Had not Albion rather have urged me on, I should have taken no more notice of him; as it is, I am under the necessity of making a reply to convince him that had I been disposed to have made a *direct* instead of an *indirect* attack upon him, his letters would have afforded me ample materials.

He says in his letter of the 12th of August (*Vide* N. C. for September) " he has confined himself barely to quoting an expression, &c. &c." I should be glad to be informed, how I am to notice his letters and opinions without quoting his expressions? The evidence which will convict a man of high treason, mutiny, &c. may be only quoting the defendant's expressions, and if he cannot overthrow the evidence by proving the quotation to be false, he must plead guilty. As to his " amor-patria," I hope the Prince Regent will grant him a patent for it, that from the short supply and high price, it may fall into the hands of but few of us. It is a wonderful age we live in, abounding in Phenomena both natural and moral, more than any other upon record. Surely former times never witnessed a man writing for two years in the severest terms against his country, and cheering and praising her enemy to the skies, and yet affecting to abound in that sublime sensation, which is often felt, but seldom defined.

I am no Latinist, but believe I know the meaning of Albion's " amor-patria," and as I am bound as a gentleman to take his word that he possesses a sufficient portion of it, I must think that, although there is not much difference of latitude in the places of our nativity, that there is a great difference of longitude; any one who reads our respective letters, will be forced to the conclusion that we do not love the same country; under all the circumstances therefore, I would advise him to shew us some of the spirit of the country he so much admires, throw off the lion's skin with the signature of Albion, and assume that of Columbia, Washington, or Peter Porcupine, and hoist any one of the Thirteen United Stripes that may best suit his complexion.

I must now notice one or two passages to be found in his letters (still confining myself to quoting an expression or two) which appear rather inconsistent with eath other. In the one, dated April, 1815, he praises the British army which was sent to N. Orleans for their " discipline, &c. &c. &c." and immediately after calls it " our gallant but *disjointed* troops." I do not understand how that can be made to appear, as I take the word *disjointed*, when speaking of an army, to mean any thing but discipline. Gen. Pakenham is called " a first-rate general," and again " one of the noblest, bravest, and most highly respected generals," and yet in his letter of September he accuses the same person of doing that which would have disgraced a child in the art of war. " General P. at N. Orleans, feared disgrace, and chose to devote himself and his gallant men, rather than retreat." It is the first time I ever heard that to retreat is so disgraceful, if properly conducted, which I have no doubt the noble general could have done. Was Wellington's retreat before Massena, or Massena's before Wellington, (which General P. witnessed) ever found fault with, or did General P. never hear the opinion of the world on Moreau's retreat, or that of the Greeks under Xenophon from the banks of the Tigris to the shores of the Black Sea.

In his letter in the N. C. for January, 1815, Albion says " and of the ruinous consequences to be apprehended from the miserable policy of the present Board of Admiralty," and again "at present I see nothing like vigour or energy pervading the B. of A., but observe how a man may change his opinion. In his letter of February 16th, he says, "but our Admiralty Board are now open to conviction, and *are* assiduous at this moment, &c. &c."

Mr. Croker was, I believe, in office at both periods, and yet he chooses to be pleasant upon him because he (Albion) is too idle to put on his spectacles and read the Gazettes, to be sure it was frequently a troublesome job to get through "A list of American ships captured or destroyed by the squadron under the command of sir John Warren from 1st, to 30th."

I wish to ask Albion, how it is that after finding such fault with those at the helm so frequently, for sending guns without locks, ships without men, and expeditions always too late; and after telling us that our government possess neither wisdom nor energy, that he can make up his mind to say "for we have assuredly now done our worst against this infant enemy" (Letter April). Does he mean that our greatest strength has been put forth, and that the best use has been made of our means? if so, it is a contradiction to all his former assertions.

It has caused me little trouble in selecting the above sentences, and if I were disposed to notice others, containing Albion's admiration of the Yankies, in looking over his letters, I should not walk through a desert, but might on the right hand and on the left, cull flowers enough to form a bouquet whose fragrance would be more delicious to the sense of an American, than that of one collected even from Mr. Madison's Parterre.

Surely, Mr. Editor, Albion may believe me when I say that it is with reluctance I have thus taken to pieces some of his letters. Your pages are defiled by this kind of skirmishing, and we both of us owe you and the public an apology. Even this letter ought to convince him that I have no wish to enter into a contest with him, as I have not quoted or extracted one half of the inconsistencies and contradictions with which he has thought proper to amuse the public. It was very kind of him, however, after depressing our spirits by recording our disasters, to raise them again by giving us something to provoke our risibility. Light and shade compose the merit of most pictures, and without this relief, his painting would have been sombre and flat.

I have extended this letter beyond what I first intended, and will therefore come to an anchor. I have *endeavoured* to avoid giving opinions that no room might be left for argument, confining myself to giving extracts and dates, which a reference to the N. C. by those who think it worth while, will prove whether true or false, and I believe I have pretty well made up my mind not to be *easily* provoked to continue this paper war—thinking, with one of our best poets—that,

> ———————— Disgust concealed
> Is oft times proof of wisdom, when the fault
> Is obstinate, and cure beyond our reach.

I remain, Sir, your humble Servant,

J. C.

MR. EDITOR, *Clifton, August 12th*, 1815.

TIME has, probably, assuaged the grief which the mother and relatives of Lieutenant Peshall must most poignantly have felt at the unfortunate termination of his youthful career. Though Lieutenant Fleming's letter is conclusive, and scarcely leaves a hope that Lieutenant Peshall will be ever restored to his family and friends; still, from various accounts tending from probable evidence to prove his captivity, hope may not even now be dormant in their bosoms, they may still hang with fondness upon that part of Peshall's memoir which confirms their hopes and expectations. It seems as if the unhappy mother was destined to have perpetually the most painful remembrances awakened in her bosom, remembrances which must almost drive her to distraction, to misery, to death. I had hoped that (unless something decisive could have been ascertained respecting her son) common charity would have hindered any person from again agitating this painful subject; I was disappointed. A gentleman in your chronicle for June last, has again brought forward some observations which had much better not have been communicated, for never did I read more inconclusive arguments than those which he has brought forward. I cannot account for the motives which actuated your correspondent; to use the lightest terms, I will impute it to levity, thoughtlessness, want of consideration.

Without more preamble, I will, however, as I promised, proceed to examine your correspondent's observations.

"It is stated," says your correspondent, "that Lieutenant Simpson, belonging to the Snake sloop of war, reports when a prisoner at Carthagena in January 1806, having heard that a British naval lieutenant was a prisoner among the Spaniards, having been saved from a wreck; unless my memory fails me very much indeed, I saw Lieutenant Simpson either the latter end of 1804 or the beginning of 1805 on board La Desirée after his return from a Spanish prison, he must therefore I *presume* have been captured a second time, for I quitted that station on the 19th June 1805, and returned in May 1807." Now Mr Editor this passage is very illiberal, and could only have been written by your correspondent, for the purpose of endeavouring to throw a doubt upon Lieutenant Simpson's evidence, by indirectly insinuating, that he was not a prisoner in January 1806. It appears to me that Simpson's statement is clear and explicit; he declares that he was a prisoner in January 1806, and he must have known whether he was or not. Now let us see how ingeniously your correspondent throws out his disbelieving doubts. Unless his memory fails him, he saw Simpson in 1804 or 1805 on board the Desirée after his return from a Spanish prison; he must therefore, he *presumes*, have been captured a second time; *presumes! he must have been captured a second time.* What does the *presumption* mean? surely nothing but to convey indirectly a hint of his dibelief of Simpson's second captivity. If your correspondent had a slight doubt, I should have thought a reference to Captain Dashwood's letter, vol. 27, p. 234, would most amply have satisfied him. "I have had," says Captain D. "many conversations with Lieutenant Simpson, *who was* many months a prisoner at Carthagena." This letter was written in 1806. Capt D. would not have asserted that Simpson was a prisoner at the time stated, unless he had positively known it to have been so. Perhaps your Correspondent will say, he did not mean to insinuate any thing to tempt our prejudice; if he does so, he must allow that his observation is a very foolish one, signifying nothing, "*and had much better not have been communicated.*"

Your Correspondent then goes on. "It is likewise stated, that no other lieutenant had been missing from the Jamaica station but Lieutenant Peshall; how, amidst correct information, such an error could have crept in is not for me to determine; but at *the period*, 1806, two lieutenants besides Peshall were missing from the station." From this sophistical argument your correspondent draws his own conclusion—Methinks I see him exulting with all the pride of a critic at having detected an error which had escaped the notice of other people. But if it be an error *he* does not prove it to be one—for it is stated, that in 1806 no other lieutenants were missing but *in January* 1806. I am sorry to observe here that your Corresdent must wilfully have misunderstood what is advanced in Peshall's memoir, respecting this point, vol. 27. p. 285. Many facts and suggestions having been dis-closed and subsequently collected (respecting Peshall's having been taken prisoner), were embodied into heads of evidence, copies of which were generally circulated. The form adopted, was that of a paper drawn up and signed by Lieutenant Peshall's mother, dated October 29, 1807. It is in this paper that the remark which your correspondent calls an error is inserted. I shall give you an exact copy of that part of the paper relating to the present subject.

"Lieutenant Simpson reports, that while a prisoner at Carthagena in January 1806, he heard a British naval lieutenant was a prisoner among the Spaniards, having been saved from a wreck.—N. B. No other lieutenant had been missed from the Jamaica station but Lieutenant Peshall." Now in the name of common sense, to what does this *N. B. refer?* most clearly to the passage immediately preceding it, and must refer to that time; viz. *January* 1806—thus, before your correspondent had asserted this to be erroneous, he should have shewn that the two lieutenants mentioned by him as missing, were so *previous to or about January* 1806. Candour should have induced him not to have come to this decision before he had read the narrative with more pains than he seems to have bestowed upon it. I will beg leave to refer him to Captain Dashwood's letter to Lady Peshall, written after February 1806, in which he writes—(vol. 27. p. 285) —"I KNOW *that Lieutenant Peshall was the only lieutenant* taken, this was except Mr. Simpson, and he was taken at Carthagena." It would certainly be great injustice to Captain D. to suppose he would positively have asserted *upon his own knowledge*, a fact, unless he had been positively convinced of the truth of it; and I really do think it very unjust to say this circumstance was erroneous, unless your correspondent could clearly have proved it to have been so, more particularly when so respectable a character as Captain D. had asserted to the contrary from his *own knowledge*; I do not mean to say that Captain D. must have been right, but I do say, that this should have impelled your correspondent to a more minute investigation of the memoir, and more particularity as to dates; because he must have seen that if he could have proved *the error*, it would then appear, as if Captain Dashwood had positively asserted that which was not true. This should at least have rendered him more cautious in drawing his conclusions.

"Lieutenant Daly, (says your correspondent) in his letter dated in May 1810, when speaking of an account which he had received of a schooner having been wrecked six leagues eastward of Tabasco, two years prior to 1808, that is 1806, and that two officers and 3 or 4 sailors had been made prisoners; that they left Villa Harmosa in 1808; does not appear to me to have been acquainted with the circumstance of the Orpheus tender having been wrecked near the river Tabasco *some time in the year* 1806, which corresponds as to the year. Three officers were saved from her, but one by accident, I believe, separated from the party, and did not regain his companions for some time after, so that the report of two only having been saved, was in a manner correct. I knew the midshipman very well, and was messmate with him in 1807 after his return from prison. Their return or release from Verapuz does not *exactly agree* with the Spaniards account, as given by Lieutenant Daly."

Here, again, is another proof how carefully and with what attention your correspondent perused that memoir upon which he has thought proper to criticise. Surely, Sir, if his intention had not been to deceive your readers, he would have stated Lieutenant Daly's own words, and not have misrepresented what was written by him.

The letter which your correspondent has so mangled to give apparent weight to his own weak arguments, is dated Jamaica, May 13th 1810, and is addressed to Captain Cumby.—" Dear Sir—The following is the substance of the information I received at Carthagena, relative to poor Peshall. Joseph Velaneil stated to me, he was at Villa Harmosa, the capital of Tabasco, about two years ago. He then heard from good authority, that a schooner had been wrecked on the coast six leagues to the eastward of the river Tabasco two years prior to that period; that two officers and three or four sailors had been saved, and were taken prisoners and carried to Villa Harmosa. Here they remained till March 1808, but whether they were liberated or effected their escape he is not certain. From this it is evident, that the conversation which Daly had with Joseph Velaniel, must have been some time prior to the date of his letter (*viz.* May 1810), for this conversation passed at Carthagena, and the letter is dated from Jamaica.

Joseph Velaneil stated, that he was at Villa Harmosa about two years ago, this must have been *early in* 1808, and he then heard that a schooner had been wrecked two years prior to that period; *viz.* early in 1806—this is evident—but your correspondent with his usual accuracy, represents Daly as having said two years prior to 1808, that is 1806—thus does he include the *whole year*, whereas common reason must point out, that Daly had confined himself to the *early part of the year*. Unless therefore the Orpheus's tender was wrecked in the *early part of* 1806, it could not be that to which Velaneil referred in his conversation with Daly. Had your correspondent perused Daly's letter with attention, he must have perceived his meaning. A little trouble taken by your correspondent, might have ascertained the exact period of the Orpheus's tender being lost; a letter to Lieutenant Roberts would have furnished him with this, as also with the period of their release from captivity. Velaneil however, *could not have referred* to those people who were wrecked in the Orpheus's tender, for those according to your correspondent's own account, were some time in 1807; whereas those of whom he had spoken, remained at Villa Harmosa *till March* 1808.

Your correspondent says, "the only plausible account that I can trace throughout the different relations respecting prisoners of which a supposition could be entertained of Peshall's safety, is that of Mr. Moore's (it is supposed that he would not have made such a report without its having foundation) recollecting Carl E. Peterson, a seaman among the prisoners at Carthagena, and one of the crew sent with Lieutenant Peshall in the El Carmen. I do not recollect such a man coming on board the Wolfe, nor James Scott, another who is mentioned as one of El Carmen's crew, yet it does not follow that they did not. I own, such an assertion coming from a gentleman as Mr. Moore is represented to have been, was sufficient to raise hopes of the safety of Lieutenant Peshall; yet Mr. Moore does not state in what manner he ascertained that these men really were of the number composing El Carmen's crew, the most essential part of the evidence." I differ much from your correspondent when he states this to be the only *plausible account*. As to his not recollecting Carl Peterson, or Scott, coming on board the Wolfe, I should much wonder if he did recollect a circumstance which never happened. *They did not come on board*, nor do I find it stated any where that they did.

"Mr. Moore, (says your correspondent), does not state in what manner he ascertained that these men really were of the number composing El Carmen's crew." I must beg to refer your readers to the original documents inserted in Peshall's memoir, and they will then judge for themselves, whether the passage which has been commented on by your correspondent (vol. 27. p. 293.) is at all ambiguous, and whether it needed any elucidation. The P. S. of a letter written by Miss Daly to Miss F. Hall, (in which letter is contained Mr. Moore's communication respecting his captivity at Carthagena) runs thus:—

"P. S. In addition to all detailed in the foregoing letter, and as a particular of especial importance, it is necessary to state, that Mr. Moore has perfect recollection of Carl E. Peterson, a seaman among the prisoners at Carthagena, he was a Swede. This man, *as it appears by the Franchise's books at the navy office*, was one of the men sent in the El Carmen with Lieutenant Peshall. James Scott, another of the seamen sent in the El Carmen, Mr. Moore recollects having seen among the prisoners at Carthagena." Surely this answers your correspondent's remark. The books at the navy office shewed that these men really were of the number composing El Carmen's crew. Mr. Moore stated his remembrance of these men having been prisoners at Carthagena, and a reference to the navy office, proved that they composed a part of the El Carmen's crew—nothing can be plainer—This remark of your correspondent appears to me *so very ridiculous*, that I am almost inclined to think it a typographical error—How illiberal is that remark, "It is supposed Mr. Moore would not have made such a report without its having foundation;" would a gentleman be guilty of telling *a gross falsehood?* and that too to answer no purpose; for it must be the same to him, whether these men were prisoners at Carthagena or not.

"His Captain, Narvæsa (says your correspondent), stating positively, that he saw Lieut. Peshall sleeping in a hammock at Borupax in Dec. 1808, is *certainly strong*, but how this captain knew it was Lieut. Peshall that he saw does not appear; he no doubt had heard the name from the enquiries which were repeatedly made, and *perhaps imagined* the person he saw must be the one sought after. This appears to me the most likely; where the captain got his information of Lieutenant Peshall's having been picked up in the bay of Mexico is wanting to determine the fact. If he learnt it from mere hearsay, the person who was sleeping in the hammock might have been Mr. Anybody else. I do not conceive the information thus gained was minute enough, and it had better not have been received at all, or at least communicated; for it goes to state that as positive, which there was not any proof of." Well done Mr. Critic, so this evidence is *strong*, though you had just before asserted that *Moore's was the only* PLAUSIBLE ACCOUNT. It is truly *strong*, nor will your illiberal and unjust remarks prevent any person from thinking so, who is possessed of candour and liberality. It was not necessary that Captain Narvæsa should have made it appear *how* he became acquainted that it was Lieutenant Peshall. A respectable person could not positively assert a fact to be true, unless he had positively known it to have been so. The Captain, Narvæsa, does assert positively, that it was Peshall; the conclusion is inevitable. It is truly laughable to conceive, that he could from his own imagination have made this assertion; nor do I think it probable, that if he had learnt from mere hearsay, that Peshall had been picked up in the Bay of Mexico, he would on that account have been guilty of a gross falsehood, and asserted that positively, which he did not positively know. Nothing can be more illiberal than to cast reflections upon the character of a person, who in consequence of his absence, cannot rebut them. But I would advise your correspondent to remember, that other persons *may be living*, who were of the same station as himself and know every transaction to which he can refer; who can judge therefore, of the probability of his surmises and observations.

Cassius.

EXPEDITION AGAINST THE ITALIAN COAST.

An Account of the Expedition against the Italian Coast, by the Squadron commanded by Commodore Sir JOSIAS ROWLEY, *Bart. and a detachment of* 1009 *Men of the* 1st *and* 3d *Regiments of Italian Troops, commanded by Lieutenant-colonel* CATTINELLI, *attached to the Sicilian Staff of Lieutenant-general Lord* WILLIAM BENTINCK, *with a particular detail of the Attacks on the Town of Leghorn or Livorno; by a* NAVAL OFFICER *employed with the Troops.*

HOWEVER gratifying the history of combined operations, when the Naval and Military force of the country emulate each other with that gallantry and perseverance so justly their character, it becomes infinitely more interesting when the meritorious exertions of our allies are distinguished by their gallantry in the general cause; when troops notoriously ineffective are rendered excellent by the guidance and education of British officers, imbibing and emulating the heroism of our native soldiers. Courage is indiscriminately bestowed on the natives of every clime. The frozen hand of oppression on an ill-conducted arrangement of promotion alone deadens that ardour so necessary to victory and success. The troops of Naples were in 1800 defeated with ignominy by the enemy; in 1813, by a different system, they fought with energy and perseverance. The detail we now present to our readers is rendered necessary by the very infamous paragraph in the Florence Gazette: under the immediate sanction of General Pauchin the commander of the defeated force. We have subjoined it,* though not official, as an additional proof of the system of delusion so long and successfully practised by the late French government, and continued with the same vigor by the present, as a part of our system of *Memoir pour servir*, it is interesting to the Naval Historian; it is more so from that deficiency of detail the most striking characteristic of our official despatches.

The period this little expedition embraces was the most extraordinary in our history; amidst the more important events of the day, it passed almost unnoticed. It is of importance to the characters of the seamen and troops that the libel of General Pauchin should not pass uncontradicted, that the causes of the retreat should be detailed, and the unrivalled courage of the officers and men should challenge that approbation most justly their due.

The rapid successes of the Russian arms had compelled the Emperor Buonaparte to recall from Italy the best and bravest of his troops; the remainder were concentrated either at Alexandria, under the orders of Gen. Grenier; or at Mantua, with the Viceroy. The towns on the sea coast were weakly garrisoned by a few regulars. The gens d' arme, a number of volunteers termed Preposas, and the Douaniers or Custom-house officers, two armies under the command of Bellegarde and Nugent, in Milane and Styria, completely occupied their attention. The attachment of the Natives to their ancient governors was supposed by many to be unsubdued: a striking probability existed that it was not entirely warped by the brilliant successes that, until the late reverses, accompanied their new ones. Colonel Barre, a celebrated member of our House of Commons, once asserted, that people would submit to the utmost cruelty of a native tyrant before they could be induced to submit to a foreign one. Buonaparte, as a native of Corsica, had this singular advantage; his invariable attention to their commercial interest, the abolishing of all petty feuds by the incorporation of the minor states into one kingdom; the great public works he had erected and planned; the admirable internal police, the public roads, which facilitated their communications, with that national pride, the true impulse of patriotic virtue they felt in the ideas of future greatness had excited a gratitude which overwhelmed the remembrance of former cruelties and Prefectorian exactions. The only exception to these feelings were in Sienne and the town of Leghorn, where the long and intimate connexion of commercial feelings, of former affluence and present poverty, had endeared the name of Englishmen; unlike the brave Spaniards divided in their views, and probably conscious of their impotency and the consequences of an unavailing resistance, they calmly waited the advance of the allied armies to declare their sentiments and give protection to their properties.

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* *Vide* Appendix to this Article.

Colonel Cattanelli, a native of Piedmont, formerly in the Austrian service, but now attached to the staff of Lord William Bentinck, had already distinguished himself at the heights of Castalla, and possessed great knowledge of the Italian coast, he conceived the idea of landing in that part of Tuscany, or the territory of Lucca, nearest to the centre of Austrian operations, raising the standard of the Bourbon, exciting a diversion, distracting the attention of the enemy by a series of rapid movements or embarkations, and joining the armies of Bellegarde, Nugent, or Hillier, who had commenced in Carinthia, as circumstances would allow. The uncommon military talents of the colonel, and the great apparent probability of causing a diversion which might be attended with the most beneficial effects, induced Lord William Bentinck to listen to this proposal; his consent was accelerated by a circumstance which at this time occurred. H. M. S. Imperieuse, Furieuse, and Resistance, chased a large convoy into Port d'Anzo, on the Roman territory. Captain Duncan, the senior officer, conceiving his force unequal to their capture, dispatched the Termagant sloop to Palermo for assistance. Commodore Sir Josias Rowley, who had lately received a baronet's patent for his success on the Cape station, with H. M. S. America and Edinburgh, commanded in the bay. The officers of his ship felt exhilarated by the prospect of realizing a sum that would enable them to pass the winter in the enjoyment of those innocent pleasures denied by the scantiness of their other resources, doomed by their exhaustion to a painful incarceration for many months, undergoing the torments of Tantalus from a continual view of those relaxations, the wasted state of their pockets disabled them from tasting; seamen, although the least avaricious, are, from the numerous deprivations their profession subjects them to, the most eager for temporary amusements. Their disappointment cannot be easily conceived, when Sir Josias declared that by the tenor of his orders he was compelled to await the arrival of Lord Bentinck, who was expected, but did not enter the Bay until after the service was completed. The Edinburgh, under the command of a most excellent officer, Captain Dundas, proceeded to execute the service, which he completed with the zeal and enterprise worthy of more important successes. Thirty sail of different descriptions were captured. The trifling defence of D'Anzo, the three days the seamen remained on shore, shipping the timber, convinced his lordship of the scarcity of troops in that part of the Peninsula; we had just reason to credit our information of the unprotected state of the other provinces; the small army under the command of Count Nugent, a *Native of Ireland*, had, in combination with Admiral Freemantle, nearly completed the reduction of Dalmatia; their vanguard had even reached Verona; the rapidity with which Hillier advanced, and the supposed imbecility of the Viceroy's force, excited the most lively expectation of brilliant success. The only consideration was, where the first attack should be made. Our cruisers having reconnoitred Civita Vecchia, near the mouth of the Tyber, observed a number of vessels in the harbour; Captain Strigan, an officer on Lord Bentinck's staff, was despatched in the Eclair brig, to examine into the practicability of an attack; the result was never openly communicated; there were some* who asserted that one thousand men would place the town completely at our disposal; for some reason unknown it was abandoned; but his Lordship determined on the execution of the original plan. H. M. S. Edinburgh, Imperieuse, Furieuse, Termagant, and Mermaid, were detached to Milazzo, where draughts from the 1st and 3d regiments of the Italian levy, found out of the queen's Neapolitan troops, amounting to one thousand men, waited their arrival. Captain Strigan, the engineer before-mentioned, embarked as major of brigade. H. M. S. America received a detachment of forty Sicilian artillery, with two light six pounders, she proceeded to Melazzo, and on entering the port, the following day, grounded, but was got off without much difficulty. Nature presents not a view of greater sublimity than the environs of this bay; the grand, elevated, and terrific, unite to give it beauty; the valley which divides it from Messina, is enchanting, from the excellence of its vegetation, Strombolo, visible from the anchorage, illuminates the horizon with its unremitting flame, while the elevated mountains above the town were tinged with a golden hue by the fires of the lofty Ætna; at this time in full action, the citadel and town to the right and front, completed a scene where the magnificence of Nature and the efforts of Art vied for preeminence.

The interior of the town disappoints the expectations formed from the anchorage, meanness and poverty evinces itself on all sides, and struggles for superiority, a rapid decay in its commerce renders it inferior to Messina. Situated in the Val di Demona, its only traffic is the poor and cheap wines, with which it abounds. In a military point of view, it is the most considerable fortress in the island; but the fortifications appear to have met with the same scandalous neglect so visible every where. The Furieuse and Imperieuse were detached to call in the cruizers, with directions to rendezvous off Monto Christo, a high and rocky islot in the Tuscan sea: the former was more immediately detached to Ponza, an island lately captured by the united gallantry of Captains Napier and Mounsey, with a detachment of the 10th regiment, to collect the sloops and Swallow brig. Having received the troops, the squadron proceeded to sea, with all those enthusiastic hopes of victory and splendid achievement, the *former fame* of Sir Josias Rowley, and the rising reputation of the Lieutenant-Colonel, was so well calculated to afford. The unprotected situation of the coast was known, and correctly rated by the majority, the *remembrance* of Lord Nelson's exertions, when commanding the Agamemnon with a much *inferior* force, increased our elation. Fortune, fame, the highest pinnacles of professional exertion and honorable distinguishment, were before us: every breast was elated; every heart throbbed with the expectation of a glory which appeared completely in our hands. Fortune appeared to favor our wishes, a favorable breeze wafted us to the first rendezvous by the 5th of December: here we were joined by the Armada and Imperieuse. On the 7th we were joined by the unattended Furieuse, and made sail for our ultimate destination. At day-light on the 9th, we made the land near the Mouth of the Arno, and captured a felucca, laden with staves. The admirers of enchanting scenery, had here a fresh source of gratulation in the view of this unparalleled vale; the richest and most delightful part of the continent was to be the scene of our operations. In the evening we anchored near the town of Via Reggio, in the old territory of Lucca; while standing towards the shore several shots were fired from a tower to the westward of the town. During the night alarm fires were lighted on the hills. A body of Tuscan conscripts, to the number of 350, were marched to the interior. At day-light in the morning, the men having embarked in the boats, the Pinnace, commanded by Lieutenant Molesworth, accompanied by Captain Laveroni, of the Italians, proceeded with a flag of truce, to the beach; the frigate weighed to cover the landing. The flag of truce was received with the utmost respect by a French Captain of the Gens d' Armes. The lives and properties of the people being secured to them, the officer retreated towards Florence. The troops were instantly landed, and commenced their march towards Lucca, with an intention of overtaking the conscripts. The inhabitants of the coast appeared inspired with the most unbounded enthusiasm; thousands surrounded the ship, with the continual cries of *Viva Inglese*. A detachment of marines under the command of Capt. Rea, and Lieut. Carden, of that corps, were landed for the purpose of maintaining the communication between the Levy and the shipping; they were stationed in a round tower in the town. A peasant having informed Sir Josias Rowley, that a Marshal de Logis in chef de Gens d' Arme,* was at some distance, through a singular mistake this subaltern officer was supposed to be a French Marshal or General in chief: Captain Rea with his detachment, were accompanied by the peasant as a guide, marched to seize this supposed commander. The territory of Lucca is bounded on the West by the Modenese, and is almost surrounded by the Etrurian's. Pedro Santo,* the place to which our marines were directed, is situated on the borders of the former; the Lucchese retained a number of their privileges by their original capitulation with France; on this account, and the protection of the Princess Eliza,† they were exempt from the conscription, they were therefore more generally attached to them. As a border village, the little town of Pedro had been for ages embellished with a tower for the protection of the coast, and collection of the state revenues; it was remarkably strong, with an outer wall, moat, and drawbridge, and capable of holding a thousand men. It was at this time defended by the subaltern before-mentioned, and 13 men, two nine pounders, and about twenty wall pieces, carrying a ball of one pound; this officer had warmly exerted himself in preventing the peasants bringing cattle and vegetables for sale.

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* On the authority of the engineer.

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* Quarter-Master.

On clearing the woods, Captain Rea was surprised to find himself in the front of this formidable tower;—a wall of eighteen feet in height rendered escalade impossible;—the marshal was apprized of his route, and had pointed his artillery direct at the detachment; the slightest delay would have ensured the destruction of our whole party: fortunately they had neglected to secure the drawbridge, with a presence of mind the most rare and uncommon, for which this invaluable and intrepid officer has been so repeatedly distinguished; he advanced with the utmost rapidity, and instantly crossed it; a corporal came out to parly, for the purpose of gaining time, was pushed on one side; the marines entered with fixed bayonets; the enemy were disarmed and secured; a less resolute man would have completely failed. The capture of this tower was of great importance, commanding the western road, it covered the left flank of our forces; had defeat ensued, it would have secured a retreat.

Intelligence of our landing having been communicated to General Pauchin, the military commandant at Florence; he, by draughts from the garrisons of Leghorn, Pisa, and the troops from Via Reggio, assembled a force consisting of a battalion of the 102d. some gens d' armée, a detachment of artillery with four six-pounders and a howitzer, forty of the 25th and 13th light cavalry, amounting in the whole to near 700 men. He on the morning of the 11th commenced his march for Reggio by the Sea-road; the garrison from Leghorn were landed at the mouth of the Arno from small craft; his object was, to cut off the retreat of our force to the sea, while another force from Pontre Moli attacked them in their advance. At daylight, on the same morning, Colonel Cattanelli having surprised a small party of the enemy, arrived at Lucca, whose gates were immediately closed; a shew of resistance was made by a chef du battalion and a few men who were in the town. A few discharges of the six-pounders, by the destruction of the gates, procured him admission; the enemy's detachment surrendered. Here the Colonel received intelligence of the defeat of the Austrian force at Cadiegheri, and the advance of the enemy towards his rear. To continue his rout was impossible, the Lucchese were very inimical to his views, and were preparing to resist him. Having disarmed the conscripts, he immediately commenced his retreat; by a rapid, but highly military movement, he was enabled to regain his first position at Via Reggio several hours anterior to the enemy's movement. From a singular error, the guns of the different forts were withdrawn and embarked, while Captain Rea's valuable capture, on which the safety of the troops almost depended was blown up; orders had been sent to countermand it, but before their arrival the explosion had taken place; the troops were thus left exposed on a beach where their own intrepidity could alone save them from destruction. [To be Continued.]

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* Pezzano. † Sister of Napoleon.

HYDROGRAPHY, PILOTAGE, &c.

AFRIC.

NIGER.

The Journal of a Mission to the Interior of Africa, in the Year 1805.

By Mungo Park.

[Continued from page 320.]

IT may just be observed, that D'Anville, following Ptolemy and other writers, whom he considers as the best informed on the internal geography of Africa, is satisfied that there are *two* considerable rivers, the Niger and the *Gir*; both of which are said to terminate in the same quarter of Africa, and precisely in the same manner. The Gir, totally unknown at the present day, is familiarly mentioned by Claudian, who, however, it may be recollected, was a native of Africa :—

> ———————— " *Gir*, ditissimus amnis
> Æthiopum, simili mentitus gurgite Nilum."
>
> Carm. 21. v. 252.

In some MSS. it is *notissimus* amnis ; but the other reading is more probable.

> ———————— " Domitorque ferarum
> *Girrhæus*, qui vasta colit sub rupibus antra,
> Qui ramos ebeni, qui dentes vellit eburnos."
>
> Carm. 47. v. 20.

II. The second opinion respecting the Niger is, that it terminates in the Nile. In other words, this hypothesis identifies the Niger with the great western branch of the Nile, called the *White River*, which D'Anville traces from a source very far S.S.W. to its junction with the Nile near Sennaar. He likewise accurately distinguishes this stream from the eastern branch, which is much shorter, and of inferior magnitude, and which takes its rise in the mountains of Abyssinia. This opinion is maintained by Mr. Horneman, Mr. Gray Jackson, and several other modern travellers ; and it is slightly sanctioned by Strabo and Pliny, who speak of the sources of the Nile as being reported by some to be in the farther parts of Mauritania. But it may be affirmed with great confidence, that of all the hypotheses respecting the termination of the Niger, that which supposes it to be a branch of the Nile, is the most unfounded, and the least consistent with acknowledged facts. It is indeed rather a loose popular conjecture, than an opinion deduced from probable reasoning ; since nothing appears to be alleged in its support, except the mere circumstance of the course of the river being in a direction towards the Nile ; and a few vague notions of some of the African natives with regard to this subject, which are unworthy of the smallest attention.

Mr. Jackson, indeed, in his Travels (p. 310), states it to be a fact universally known among the rich African traders, that the Niger and the Nile are one and the same river, by means of which there is a practicable communication between Tombuctoo and Cairo. Between these two cities caravans are continually passing, and a large trade is carried on ; but Mr. Jackson observes, that the expense of land-carriage by means of camels is more moderate than that by water, and that the journey also is more agreeable ! He gives an account of the voyage to Cairo down the Niger, having actually been performed in the year 1780, by a party of seventeen negros, the particulars of which expedition he says that he received from " a very intelligent man who has an establishment at Tombuctoo." These negros proceeded down the Niger from Jinnie, on a commercial speculation, and reached Cairo after a voyage of fourteen months. They returned by the caravan, and arrived at Jinnie, after an absence of more than three years. Some of the facts which they reported are not a little extraordinary :—*viz.* that in several places they found the Nile so shallow, in consequence of channels cut for irrigating the lands, that they could not proceed in their boat, and were obliged to transport it some distance over-land , that they saw between Tombuctoo and Cairo *twelve hundred* cities and towns, adorned with mosques and towers, &c. It is needless to comment upon such *hearsay* statements, received from an African traveller or merchant more than twenty years after the transaction is said to have happened ; nor would any allusion have been made to them in this place, if Mr. Jackson's book had not been much commended by distinguished critics,* and quoted as an authority respecting the interior of Africa, by several geographical writers.

" The principal, and apparently decisive, objection against this supposed junction of the Niger and the Nile, is grounded upon a comparison of the great *difference of level* between the beds of the two rivers. From the authentic information we possess by means of Mr. Browne, respecting the countries west of the Nile, it is now clear, that if this junction takes place at all, it must be in the upper part of the Nile, before that river has quitted the higher regions of Africa, from whence it has still 1000 geographical miles to run before it reaches the sea, passing in its way through several cataracts. But it is utterly incredible that the Niger, which, in order to reach this part of the Nile, must have run at least 2300 miles, should not in so long a course have descended to a level considerably lower than that which is here described. This objection is urged with great force by Major Rennell, who justly considers it as being entirely decisive of the question ; but he has added several other arguments, which those who take an interest in this question will do well to consult.†

" III. The supposition, mentioned in the text (p. lxviii), that the Niger terminates in the River Congo, or, as it is sometimes called, the Zair, is entirely a recent conjecture, adopted by Park in consequence of the information and suggestions of Mr. Maxwell, an experienced African trader, who appears from his letters to have been a man of observation and intelligence. The principal arguments in support of the opinion are shortly and clearly given in the memoir addressed by Park to Lord Camden ; but the subject will receive additional elucidation from Mr. Maxwell's own statement, and especially from his striking description of the river Congo, the vast magnitude of which is little known, and has not sufficiently attracted the attention of geographical writers. The following passage is extracted from a letter, dated Prior's Lynn, near Longtown, July 20, 1804, addressed by Mr. Maxwell to William Keir, of Milnholm, Esq. a friend of Park, to whom the letter was communicated by Mr. Maxwell's desire.

" ' Before ever the Niger came to be the topic of conversation, it struck me, that the Congo drew its source far to the northward, from the floods commencing long before any rains take place south of the equator; since it begins to swell perceptibly about the latter end of October, and no heavy rains set in before December: and about the end of January the river must be supposed at its highest. At no time, however, can the rains to the southward of the Line be compared with those in the bight of Guinea, where ships are obliged to have a house erected over them during these months.

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* *Edinburgh Review*, vol. xiv. p. 306.

† Proceedings of African *Association*, vol. i. p. 537 ; and vol. ii. p. 268, 280.

" ' But, whether the Congo be the outlet of the Niger or not, it certainly offers the best opening for exploring the interior of Africa of any scheme that has ever yet been attempted; and the ease and safety with which it might be conducted, needs no comment. However, if the Niger *has* a sensible outlet, I have no doubt of its proving the Congo, knowing all the rivers between Cape Palmas and Cape Lopes to be inadequate to the purpose; nor need the immense course of such a river surprise us, when we know that the river St. Lawrence, contemptible in size when compared with the Congo, encompasses the whole of North America, issuing through a chain of lakes. But instead of seven or eight lakes, the Congo may be supposed to pass through seventeen or eighteen; which will solve any difficulty as to the floods of the Niger not immediately affecting the Congo. I believe that our information of the Niger losing itself in the Desert rests wholly upon the authority of the Romans, a people whose pursuits never led them to trace the course of rivers with a view to traffic or civilization. If we may credit the accounts of travellers in crossing the deserts, we find that, wherever they get water for refreshment, there are invariably verdure and palm trees; and these spots in the desert of Lybia were termed by the ancients Oases, or islands. Now, if such small springs could produce such permanent effects, we may reasonably suppose, that the immense stream of the Niger, increased to three times the size from where Mr. Park left it, would long before this have made the desert as green as any water meadow, and found its way gradually to the ocean, or inundated the whole country.

" ' I can with much truth say this of the river Congo, that by comparing it with other rivers, according to the best writers, it must rank as the third or fourth in magnitude. Considering the force of the current it produces in the sea, carrying out floating islands sixty or seventy leagues from the coast, the Amazon or Plata only can cope with it. Many traders, whom I met with at Embomma (a settlement on the banks of the Congo, distant thirty leagues from its mouth), had come one month's journey down the river, which, reckoned at twenty miles each day (and they count them by the moon, *Gonda*), would make six hundred miles; and they spoke of it as equally large where they came from, and that it went by the name of *Enzaddi*, as it does among all the natives upon the coast. Should the shallow water, as laid down opposite Saenda, detract from the assumed size of the Congo, let it be remembered, that the river there is spread out ten miles in width, the middle channel of which has never been accurately sounded. It has long been my opinion, that Leyland's or Molyneux island at Embomma (either of which might be rendered as impregnable as Gibraltar, at a very small expense) would be a choice station for establishing an extensive commerce with the interior of Africa. Indeed, if the idea of the Congo being the outlet of the Niger prove so upon trial, we may consider it as an opening designed by Providence for exploring those vast regions, and civilizing the rude inhabitants.' *

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* A chart of the Congo, by Mr. Maxwell, was published many years since, by Laurie and Whittle, Fleet-street.

"Besides this account given by Mr. Maxwell, there are other testimonies to the magnitude of the Congo, shewing it to be a river of the first class, and larger probably than the Nile. In a journal (which the editor has seen) of an intelligent and respectable naval officer, Captain Scobell, who visited the coast of Africa in the year 1813, in H. M. sloop of war the Thais, the Congo is described as 'an immense river, from which issues a continued stream at the rate of four or five knots in the dry, and six or seven in the rainy season.' In a subsequent passage, he says, 'In crossing this stream, I met several floating islands, or broken masses from the banks of that noble river, which, with the trees still erect, and the whole wafting to the motion of the sea, rushed far into the ocean, and formed a novel prospect even to persons accustomed to the phenomena of the waters.' He adds, that there are soundings to the distance of from thirty or forty miles from the coast, arising probably from the vast quantity of alluvial matter brought down by the force of the stream.

"Other accounts state, that the waters of the Congo may be distinguished at sea more than thirty leagues from the coast, and that the water is fresh at the distance of thirty miles.* These, perhaps, are exaggerations; but they may be received, in confirmation of the preceding testimonies, as sufficient proofs of a general opinion among navigators with regard to the size and force of this prodigious river. It is mentioned by Major Rennell in his very interesting account of the Ganges, that the sea in the bay of Bengal ceases to be affected by the waters of that river, and recovers its transparency only at the distance of about twenty leagues from the coast. (*Phil. Transactions*, vol. lxxi.) But the Ganges being obstructed by its Delta, and passing through eight channels into the sea, is probably much less rapid and impetuous than the Congo.

"To this it must be added, that all the accounts concur in representing, that the stream of the Congo is of a more uniform height, and subject to much less variation from the dry and rainy seasons, than any tropical river which is known; and that, on a comparison with such rivers, it may be considered to be *in a perpetual state of flood*. The average rising of the Ganges in the rainy season is stated by Major Rennell to be 31 feet, being about the same with that of the Nile; whereas, the difference between the highest point of the Congo about February, and the lowest in September, is only about nine feet; and the river, at the latter period, has all the appearance to a stranger of being in full flood.† It is this remarkable peculiarity which distinguishes the Congo from other great rivers of a similar description, and which leads to important conclusions with regard to its origin and course.

"In support, then, of the hypothesis which identifies the Congo with the Niger, the following arguments, deduced from the preceding facts and observations, may be alleged:—1. The great magnitude of the Congo. 2. The probability that this river is derived from very remote sources, perhaps considerably north of the equator. 3. The fact, that there exists a great river north of the equator (the Niger), of which the termination is unknown, and which may, perhaps, form the principal branch of the Congo. These, in truth, are the only grounds upon which the present supposition can be fairly said to rest. Arguments founded upon etymological conjectures, supposed resemblances of names, or affinity of languages, &c. &c. are, for the most part, too arbitrary and fanciful, and liable to too much uncertainty to be entitled to any place in disquisitions of this nature. The same remark is applicable to the narratives and descriptions given by native travellers and merchants, and, in general, to all *African evidence* whatever, except when supported by collateral proof from other less exceptionable sources.

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* Lopez, Merolla, and Dapper, referred to in PHILLIPS's *Voyages*, vol. iii, p. 236.

† M.S. letter of Mr. Maxwell to Mr. Park, October 12, 1804.

" Such being the evidence in favour of the hypothesis respecting the Congo, the objections against this theory must be admitted to be weighty and formidable. The principal of these are, 1. That it supposes the course of the Niger to lie through the vast chain of the *Kong* Mountains (anciently *Montes Lunæ*), the great central belt of Africa. Of the existence of these mountains there appears to be no doubt; and from their situation in the midst of a great continent, they may reasonably be supposed to be of vast size and extent; in which case it is difficult to understand how the Niger could penetrate this barrier, and force a passage southwards. 2. The course of the Niger, estimated from its source in the mountains of Senegal (supposing it to be the same river with the Congo, and to flow by Wangara and Cashna through the centre of Africa into the Atlantic), would be considerably more than 4000 miles. But the course of the Amazon, the greatest river in the old or new world with which we are acquainted, is only about 3500 miles; and, although the existence of a river considerably greater than any yet known, may be within the limits of physical possibility, yet so improbable a supposition ought not to be adopted upon slight or conjectural reasoning, or upon any thing much short of distinct and positive proof. To give such a vast extension to the Congo, upon the grounds stated by Mr. Maxwell, might justly be considered as one of those exaggerations, to which, according to a remark of D'Anville, geographical writers upon Africa have always been remarkably prone, ' en abusant, pour ainsi dire, du vaste carrière que l'intérieur de l'Afrique y laissoit prendre.' (*Mém de l'Academie des Inscriptions*, Tom. xxvi. p. 61.*)

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* The following scale (taken from Major Rennell's Memoir of a Map of Hindostan, p. 337), shewing the *proportional* length of some of the most considerable rivers already known, may be useful to the reader on the present occasion.

EUROPE.

Thames	1
Rhine	5¼
Danube	7
Volga	9¼

ASIA.

Indus	6¼
Euphrates	8½
Ganges	9½
Burrampooter	9½
Ava	9½
Iennisey	10

ASIA CONTINUED.

Oby	10½
Amoor	11
Lena	11½
Hoanho (China)	13½
Kian Keu	15½

AFRICA.

Nile	12½

AMERICA.

Mississipi	8
Amazon	15¾

It must be observed, however, that the *magnitude* of a river depends much less upon the length of its course than upon the number of auxiliary streams which fall into it. It is this latter circumstance, which occasions the vast size of the Ganges, compared, for example, with the Nile; although the course of the latter is so much longer. Rivers not fed by auxiliary streams, may even become *smaller* in consequence of the length of their course. The editor is indebted for these observations to Major Rennell.

Before the editor finally dismisses the subject of the Congo, he may be allowed to express a hope that this distinguished river, which hitherto has been only known as one of the greatest marts of the Slave Trade, may at length be rendered conducive to objects of civilization and science; and that some use will now be made of this great inlet into Africa, for the purpose of exploring a part of that continent which as yet is entirely unknown; or, at least, of obtaining more complete and authentic information relative to the Congo itself, which must unquestionably be considered as a very curious and interesting subject of inquiry. Such an enterprise, according to the opinion of Mr. Maxwell, would not be attended with much difficulty. In a letter to Mr. Park, dated October 12. 1804, alluding to the subject of the Congo, he spearks of an intention which he had formed some time prior to Park's discoveries, of exploring that river. His scheme was to carry out with him from England six supernumerary boats, well adapted for rowing and sailing: each being of such a size as to be easily carried by thirty people, and transported across several cataracts, with which the course of the river is known to be impeded. On his arrival at the coast, he meant to hire about thirty or forty black rowers, and to sail up the Congo with proper arms, provisions, and merchandize, in the month of May (the dry season south of the equator), calculating upon an absence from the coast of about ten weeks. Mr. Maxwell considered this scheme as perfectly practicable, and likely to be attended with no very great expense; but he was prevented from executing his intention by the war of 1793, which made it inconvenient and unsafe for him to encumber the deck of his vessel with supernumerary boats.

" IV. The fourth and last opinion respecting the termination of the Niger, is that of a German geographer, Mr. Reichard, which was published in the " *Ephemerides Géographiques*" at Weimar, in August, 1808, and is referred to in a respectable French work, entitled, " *Precis de la Géographie Universelle*, par M. Malte-brun." The fourth volume of this work, which appeared at Paris in the year 1813 (p. 635), represents Mr. Reichard's hypothesis to be, that the Niger, after reaching Wangara, takes a direction towards the south, and being joined by other rivers from that part of Africa, makes a great turn from thence towards the south-west, and pursues its course till it approaches the north-eastern extremity of the gulph of Guinea, when it divides, and discharges itself by different channels into the Atlantic; after having formed a great Delta, of which the Rio del Rey constitutes the eastern, and the Rio Formoso, or Benin river, the western branch.

" Without entering into the details of Mr. Reichard's reasoning in support of this hypothesis, which is often somewhat hazardous and uncertain, it may be sufficient for the present purpose to observe, that his principal argument is founded on a consideration of the peculiar character belonging to the tract of country situated between the two rivers, which consists of a vast tract of low, level land, projecting considerably into the sea, and intersected by an infinity of small branches from the principal rivers. In these and other respects, it appears to bear a considerable resemblance, according to the best descriptions of that coast which we possess, to the Deltas at the mouth of the Nile, the Ganges, and such other great rivers, as by depositing large quantities of alluvial matter previous to their discharge into the sea, form gradual additions to the coast. For it may be proper in this place to remark, that the formation of Deltas, even by rivers of the first magnitude, is by no means universal; some of the greatest that are known being without them. Of this the Amazon, Plata, and Orenoko are mentioned by Major Rennell as distinguished instances; to which may now be added, the Congo. The difference appears to be owing to the depth of the sea at the mouth of the rivers, and perhaps to other circumstances, which are not quite understood.*

"Both of the two rivers, enclosing the great alluvial tract which has been described (the Rio del Rey and the Formoso), are stated to be of considerable size, being each of them seven or eight miles broad at the mouth; and the supposed Delta, estimated by the line of coast, is much larger than that of the Ganges: consequently, the two streams, if united, must form a river of prodigious magnitude. But neither of the rivers has ever yet been explored; nor has the interior of the country, to any distance from the coast, been accurately described by any European traveller. Hence, the question whether the two rivers are ever really united, and whether the tract in question is a complete Delta or not, still remains to be ascertained. With regard also to the course, or even the existence, of the great river to which this Delta is said to belong, and which Mr. Reichard supposes to come from the north-east of Africa, there is no tradition, nor any vestige among travellers or geographical writers; the whole is purely conjectural. But the supposition, so far at least as relates to the alluvial origin of the tract in question, and the junction of the two rivers, has great appearance of probability.

"On comparing Mr. Maxwell's hypothesis respecting the Niger with that of Mr. Reichard, which we are now considering, the latter may be said to have gained something in point of probability, by diminishing the distance which the Niger has to flow in order to reach the Atlantic. But the length of its course, even when thus reduced, is still a considerable difficulty, and a great incumbrance on the hypothesis. The objection arising from the Niger's being conceived to penetrate the Kong Mountains, seems to be nearly of equal weight in both cases, on the supposition that this vast chain of mountains is of the extent generally imagined; which there appears to be no reason to doubt.

"It may be mentioned as an objection to both of these hypotheses, that no traces whatever of the Mohamedan doctrines or institutions are now to be found on either of the coasts where the Niger is supposed to terminate. In no part of the world has the spirit of enterprise and proselytism, which properly belongs to the Mohamedan character, been more strikingly displayed than in the extensive regions of North Africa. Its effects are every where conspicuous, not only in the religious belief of the greater part of the inhabitants, but even where Mohamedism is not actually established, in their manners, and customs, and in the predominance of the Arabic language, which is almost every where grafted upon the native African dialects. These circumstances, however, are peculiar to North Africa; nothing of a similar kind having been remarked on the coast of Guinea, and still less on that of Congo and Angola. Mr. Maxwell also states, in a letter to Mr. Park, that he had made inquiries of a great number of negros who had come down the Congo from great distances; but that he could never hear of any Mohamedan priests having visited the countries on the banks of that river. Supposing the Niger really to flow through the centre of Africa, and to discharge itself any where into the Atlantic, it is reasonable to believe that some of the Mohamedan colonists must long since have established themselves on the banks of that river, and penetrated to the shores of the ocean."

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* See Rennell's *Geogr. System of Herodotus,* 4to. p. 483.

Shortly afterwards there appeared a work which the HYDROGRAPHER of the N. C. has of late made frequent reference to, and honorable mention of, but not more so than deserved; namely, *Maritime Geography*; by J. H. TUCKEY, R.N. wherein the following general remarks occur incidentally, on the subject of geographic investigation, at the close of the *introduction*:—

> "In concluding this essay we may observe, that although the grand harvest of maritime discovery has been reaped, there are nevertheless sufficient gleanings left to form a respectable sheaf. We are still ignorant of the northern extent of Greenland; and whether it be an island, or a peninsula of America, is still unknown to us. Of the *western coast of Africa, from Cape Negro to the territory of the Cape Good-hope, we know little more than the outline*; and the same may be observed of the greater portion of the eastern coast of the same continent; as well as of the southern and eastern coasts of Araby. The Papua multinsular group still remains in a great measure unexplored, and many spaces of the grand ocean are still unfurrowed by our keels, in which *may* exist lands of considerable extent, yet uncursed with the knowledge of european civilization, and yet unpolluted with european vices."

On the HYDROGRAPHER pointing the foregoing passage out to the notice of a learned and intelligent friend, the latter made this marginal note:—

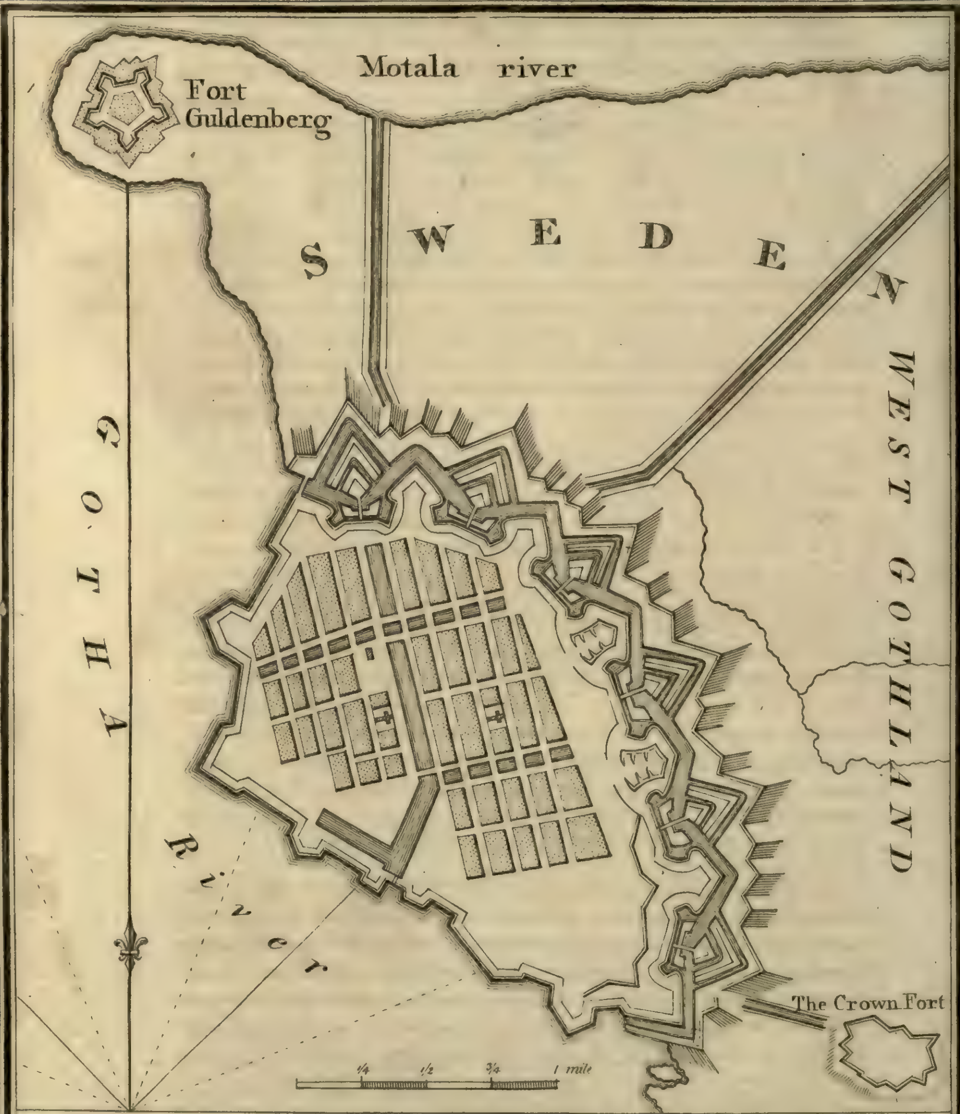
Pudet hæc opprobria nobis
Et potuisse dici et non potuisse refelli.

A sentiment so much in unison with that which the perusal of the same passage excited in the HYDROGRAPHER's mind, that he gives it a chance of meeting the eye of some of those great and wise personages on whom these things depend, at the Admiralty, where he happens to know the Naval Chronicle is oftener read than quoted.

About this time, the newspapers announced the organization of a fresh expedition of discovery to the african continent, with a particular view to its western potamography; and to the HYDROGRAPHER's very agreeable surprise, who should be nominated as the conductor of the naval part, but this self-same Captain TUCKEY? It was really quite refreshing to see an appointment issue from that department, in which the nominee was selected, rather because he was qualified for the station, than because it happened to suit the man. Of course this expedition has been an object of interest and solicitude to the HYDROGRAPHER: and one of his earliest occupations was to refer to TUCKEY's *Maritime Geography*, to see what that book said of the west coast of Afric, at a time when it is reasonable to suppose the writer was not a candidate or a postulant for the command unto which he has been so properly and creditably appointed.

(To be continued.)

GOTHENBURG.



Gothenburg, *a strong City of West Gothland, in Sweden, founded by Charles 9th 1607: It is the next City to Stockholm in point of trade in the Kingdom. Latitude 57°.42' North. Longitude 11°.56' East from Greenwich.*

Published Nov.r 30. 1815, by J. Gold, Naval Chronicle Office, 103, Shoe Lane, London.

PLATE CCCCXLIX.

THE Baltic communicates with the british sea by the Skagerack and Cattegat,* the respective limits of which not being thoroughly defined, we propose to confine the denomination of Skagerack to the space between the south coast of Norway and the N. W. coast of Jutland, vulgarly called by english sailors the Sleeve, which extends nearly N. E. and S. W. and to leave that of Cattegat to the channel between the east end of Jutland and the coast of Sweden, whose direction is nearly N. and S. In the Cattegat the degree of saltness of the sea-water is nearly in the *ratio* of 1 to 12 of its weight. The *Codanus sinus* of Pliny and Pomponius Mela is evidently the Cattegat; The Cimbric *chersonesus* of Ptolemy, the peninsula of Jutland. The island *Nerigon* of Pliny is probably a part of the southern coast of Norway. The headlands which form the prominent features of these coasts are respectively: Cape Lindesnaes (Limeness, vulgarly called in English the Naze) on the Scandinavian or Norwegian shore in latitude 57° 59′ N. longitude 7° E. and Skagen point, (as corruptly called by us the Scaw) on the Cimbric or Juttish shore in 57° 40′ N. This point is surrounded by a reef, and they jointly give the name of Skagerack to the channel, which where narrowest is 19 leagues broad; its termination on the Swedish shore may be considered as being at the Sound which forms the entrance to Gothenburg. From thence to the Ore-sound and the Belts is the Cattegat: its navigation as well as that of the Skagerack, is difficult and dangerous from sholes, and strong variable currents. Oysters are abundant in the Cattegat, and around the island of Lessoe; but the attempts to transplant them to the north coasts of the Danish isles proper have not been successful. Muscles are more extended. Lobsters are plentiful in the Cattegat, but do not enter the Baltic. According to modern ichthologists the Baltic, its straits, and its tributary waters possess 28 *genera* of fishes, comprisng 61 *species*. The fish that presents itself as the most plentiful to the eye of a traveller in the markets and the inns, &c. is that species of the genus *Gadus* scientifically denominated *callarius*, and popularly torsk.

The swedish shores of the Skagerack and Cattegat are high, and present a succession of promontories and rocks, some clothed with wood or cultivated, others naked and desert, on the whole having a rugged and dreary appearance. The first river of Sweden toward its western limit is the Gotha, which issues from lake Wenner, passes Gotheborg † at 20 leagues distance from the lake, and empties itself into the Cattegat by 2 branches surrounding the island of Hysingen. Several leagues above Gotheborg are four cataracts called by the general name of Trolhoetta, or the Sorcerer's abode: they occupy a space of 3000 feet: and the elevation of the uppermost is 120 feet above the level of the Cattegat. Below these falls, the river flows smoothly with the exception of a few lesser obstacles, to the sea. It had long been in contemplation to form a navigation from the Cattegat into lake Wenner by the Gotha; but for this purpose it was necessary either to render the whole of the river navigable by overcoming the falls, or to avoid them by means of a canal. The first of these projects was preferred, and in 1750, the work was commenced and considerably advanced when an inundation destroyed the whole. It was then determined to have recourse to a canal; but the work was not begun till 1794, and its completion cost above 80000*l.* sterling, which was subscribed by an association. The canal commences below the first fall of Trolhoetta, and is prolonged near a league before it rejoins the river. Its breadth is 22 feet, and its depth 6½. It has 8 locks, a large reservoir, and several cuts to facilitate the passage of boats meeting. All the locks, and a part of the canal are cut in granite rock, and the rest is lined with strong masonry. It is also proposed to form a navigation from the Cattegat to the Baltic, through the southern provinces of Sweden, by the Gotha, the lakes Wenner and Wetter, the river Motala, &c. The Gotha and the Motala are the only rivers of consequence in the southern provinces.

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* Cattegat.—In english, literally Cat-channel.

† Gotheborg: undoubtedly is the true and genuine name, which english journalists generally chuse to metamorphose into Gottenburg: at least Gothenburg would be more tolerable orthography. (Hydr. N. C.)

On the southern branch of the Gotha some leagues from the Cattegat is the city of Gotheborg, (Gothenburg) the second of Sweden in commerce and population, having 18 to 20 thousand inhabitants. The surrounding country is naked and dreary, presenting an uniformity of black rocky eminences devoid of all vegetation, and which are not susceptible of improvement. The haven exhibits a similar confusion of rocky shores, and little craggy islands of a rugged and forbidding aspect. The city, which is built partly on some of these islands and partly on a level spot of the main land, is regular. The houses are chiefly of wood painted to resemble masonry; which with the canals, lined with rows of clipped trees, give it the air of a town in Holland. The port, which has the advantage of being not often closed by ice, is capable of receiving large ships; in fact a few frigates with part of the naval flotilla are usually stationed here. Gothenburg was formerly fortified; but has been dismantled, although it still holds a numerous garrison. The approach from sea is defended by the fort of New Elfsborg on a rocky islet in the middle of the channel; and by the citadel of Elsborg, a mile below the town. Gotheborg derives a considerable portion of its prosperity from its herring fishery; besides which it possesses at least one third of the entire foreign commerce of Sweden, according to some writers; according to others one-fourth of the imports, and one-seventh or two-thirteenths of the exports. The latter besides herrings are, iron, planks, rafters, tar, mosses (*lichen*) used in dyeing, together with east-indian goods, this being the depository of the Swedish East-India company. In 1802, the principal features of its foreign trade were these:—

Imports.		
Salt	(tons)	2250
Hemp	——	1419
Coffee	(*lb.*)	14000
Rice	——	82547
Tobacco	—	70766
Wines	(pipes)	650
Brandy, french		400

Exports.		
Bar-iron	(*schep.*)	121163
Wrought	——	7430
Steel	——	2466
Mosses	——	9298
Herrings	(tons)	176069
Indian goods	(rix-dollars)	21923

The number of vessels that enter and clear out annually exceed 1000; and Gotheborg has upwards of 200 trading vessels belonging unto it. In 1805, the number of mercantile houses was 202. It has considerable manufactures of cordage, canvas, woollens, and tobacco, and builds merchant-vessels for sale. Before the mouth of the Gotha, is the island Wingoe, with a very high light-house; and the Sound within it was for a length of time the permanent anchorage of the english squadron on this station during the last war.

The monies, weights, and measures used at Gotheborg are as follow:—Monies—3 rundstik = 1 stiver. 4 stivers = 1 schilling. 48 schillings = 1 rix-dollar. 94 schillings = 1 gold ducat. Mercantile accompts are kept in dollars and schillings. The par of exchange with London is 4½ rix dollars = 1*l.* sterling. Of coined monies valued at the english mint price, the rix dollar = 4*s.* 7.41*d.* Ducat = 9*s.* 7*d.* sterling.

Weights.—4 quintin = 1 lot. 32 lots = 1 scholpund. 20 scholpund = 1 lis-pund. 20 lis-pund 1 schep-pund. The schol-pund, common market weight is 15 *oz.* english; 100 schol-pund being = 93*lb.* 7*oz.* avoir-du-pois.

Long measure.—12 straas (lines) = 1 inch. 12 inches = 1 fot (foot). 1 fot = 12 inches 66 decimals, english. 100 fot = 97 feet 2¾ in english.

Dry measure.—4 stoppe = 1 firtle. 4 firtle = 1 span. 2 span = 1 tun. 12 tuns (dry goods) = 1 last. 18 tuns (salt) = 1 last. 1000 fish = 1 tun of herrings.

Liquid measure.—2 stoppe = 1 kan. 15 kan = 1 anker. 2 anker = 1 embar. 2 embar = 1 alım. 1½ alm = 1 ox-hov. 2 ox-hov. = 1 pipe. 2 pipes = 1 fuder. 100 kan = 82¼ gallons english.

Itinerary measure.—1 *meile*, swedish = 6 miles 68 decimals english. 10.36 *meile*, swedish = 1 degree of the meridian.

At Gotheborg heat and cold are estimated by the centigrade thermometer of Celsius: the scale of which between the points of congelation or *zéro* and of ebullition is divided into 100°.

The highest mountain in Sweden is Areskutan, being 6180 feet above the level of the Baltic. The height of the inferior limit of perpetual snow in latitude 65° N. is 4918 feet.

The geographical site of Gotheborg, according to Tuckey's *Maritime geography*, is latitude 57° 42′ N. longitude 11° 58 E.

Geographical site: latitude, 57° 42′ N. longitude, 11° 57′ 30″ E from Greenwich. (Requisite Tables.)

We shall conclude this account of Gothenburg, by the following from Malham's *Gazetteer*:—

Gottenburg, a town of Sweden, on the E. coast of the Cattegat, and a little to the N. of E. from the point of the Scaw. It is seated at the mouth of the river Gotha, which forms an excellent harbour, and is the best situated for foreign trade of any port in the kingdom, from its lying without the Sound. It has also a considerable herring fishery; and from this port the Swedish East India ships take their departure. It is 188 miles at S. W. from Stockholm, and in lat. 57° 42′ N. and long. 11° 39′ E. The nautical reader will pay due attention to this geographical discordance.*

J. S. S.

NAVAL LITERATURE.

Oriental Commerce, &c. *By* WILLIAM MILBURN, *Esq.*

[Concluded from page 257.]

GREEN Teas are cured in the following manner. When the leaves are gathered, they are directly tatched, and then very much rubbed by men's hands to roll them, after which they are spread to divide them, for the leaves in rolling are apt to stick together; they are then tatched very dry, and afterwards spread on tables to be picked: this is done by girls or women, who, according to their skill, can pick from one to four catties each day. Then they are tatched again, and afterwards tossed in flat baskets, to clear them from dust; they are then again spread upon tables, and picked, and then tatched for a fourth time, and laid in parcels, which parcels are again tatched ten catties at a time, and when done, put hot into baskets for the purpose, where they are kept till it suits the owner to pack them in chests or tubs; before which again the tea is tatched, and then put hot into the chests or tubs, and pressed into them by the hands. When the tea is hot it does not break, which it is apt to do when it is cold. Singlo tea being more dusty than hyson tea, is twice tossed in baskets; hyson only once. It appears that it is necessary to tatch these teas whenever they contract any moisture; so that if the seller is obliged to keep his tea any time, especially in damp weather, he must tatch it to give it a crispness, before he can sell it.

" It is a common opinion that the verdure on green teas is occasioned by their being dryed on copper; but it does not appear, from experiments that have been made, that there is any foundation in that suspicion. The trade in London divide green teas into the following sorts.

" *Singlo*—There are two gatherings of singlo tea, the first in April and May, the second in June; each gathering is divided into three or more sorts. The leaves of the first are large, fine, flat, and clean; of this sort there may be collected from a pecul, 40 to 55 catties, usually 45; the second sort is picked next, and what then remains, is the third or worst sort.

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* For further particulars respecting Gothenburg. *Vide* 𝔑. ℭ, Vols ii, 696; iii, 145; v. 312; xxii. 154, 348.

" Singlo tea is seldom imported by individuals. It is of a flattish leaf. It should be chosen of a fresh strong flavour; it is of a light green colour when chewed, and on infusion, should yield a pale amber colour, and none of the leaves turn brown or dark coloured, it should feel crisp. That which is yellow, of a large leaf, and dusty should be rejected.

" *Twankay*, or *Tunkey*, is a superior kind of singlo. It grows near the hyson country, and is oftener tatched than the common singlo. Twankay, like other singlo tea, is made into two or three sorts; the best is sometimes sold for hyson of an inferior growth. It should be chosen with the leaves well twisted, it ought also to have a burnt smell, not too strong, but pleasant, and on infusion, yield a paler colour than singlo. That which is yellow, and the smell inclining to that of sulphur, should be rejected. This tea is only imported by the company.

" *Hyson Skin*, or *Bloom* tea, has its name from being compared to the skin of the hyson tea, a sort of cover to it, consequently not so good. It consists of the largest, unhandsome, bad coloured, and uncurled leaves that are picked from the hyson tea.

" Hyson Skin is a superior kind of green tea, of a round, knobby, brightish leaf; but great part of what is imported, is of an inferior quality, of a yellowish open leaf, somewhat resembling singlo, and, in consequence, varies greatly in price. It should be chosen of a fresh smell, on infusion yield a pale yellowish green colour, and of a delicate taste, though somewhat of a burnt flavour, the more it approaches to hyson, the more it is esteemed. The price of hyson skin at Canton, varies from 25 to 30 tales per pecul.

" *Superior Hyson Skin.*—This is a distinction made in the tea trade to divide the common hyson skin and the hyson. This is said to be hyson tea a year or more old, which, after undergoing the process of tatching, repeatedly, is brought to market a second time; its appearance is much darker than hyson with less bloom on it. Its smell is somewhat musty, and the taste has more of that brassy flavour peculiar to green teas, without the delicate aromatic taste of good hyson; on infusion, the water is darker coloured, and with less fragrance than hyson.

" *Hyson* or *He-tchune*, the name of the first crop of this tea. There are two gatherings of it; and each gathering is distinguished into two sorts or more; but as great care is taken in gathering it, 60 catties may be chosen from a pecul of it, when only 45 catties can be chosen from singlo. Hyson tea should be chosen of a full size grain, of a fine blooming appearance, very dry, and so crisp, that with a slight pressure it will crumble into dust: when infused in water, the leaf should open clear and smooth, without being broken, or appearing shrivelled (which is one of the indications of old tea). It should give the water a light green tinge; the water should also have an aromatic smell, with a strong pungent taste. Those leaves which appear of a dead yellowish green, or give the water a similar tinge, or rather a brownish hue, should be rejected; likewise that which appears highly glazed, which occasions it to yield a darker colour to water. The price of hyson tea at Canton, varies from 48 to 60 tales per pecul. *Gunpowder* is a superior kind of hyson. This tea should be chosen round, resembling small shot, with a beautiful bloom upon it, which will not bear the breath; it should appear of a greenish hue, and a fragrant pungent taste. The chest of gunpowder, which is the same dimensions as that of Hyson, should weigh from 75 to 80 catties; and the heavier it weighs, the better it is considered. Gunpowder tea is sometimes adulterated; an inferior kind of tea is dryed and glazed, to bear the appearance of the finest tea, but which on infusion, is very inferior in every respect. This should be carefully avoided, likewise that which is open and loose, the face of a darker bloom, or hue, and that has a brassy unpleasant taste. The price of gunpowder tea at Canton is about 75 tales per pecul; the sale price from 7*s.* to 8*s.* per lb. the duty payable by the purchaser; the retail price to the consumer is from 15*s.* to 18*s.* per lb.

" *Chulan Hyson* is a peculiar kind of Hyson-leaf, having the berries of a small plant, called by the Chinese, Chulan, mixed with it, which gives it the cowslip flavour. It should be chosen of a yellowish leaf, a fragrant smell, and when infused in water of a strong cowslip flavour. This tea is seldom imported but as presents.

" *Brush Tea*:—So called from the leaves being twisted into small cords, like packthread, about 1½ to 2 inches long; usually three of these are tied together at the ends by different coloured silks. These are made of both green and black tea, and like the former, is only imported as presents.

" There are many different growths of singlo and hyson teas, and also some difference in the manner of curing them, according to the skill or fancy of the curer. This occasions difference of qualities in the teas, as does also a good or bad season; a rainy season, for instance, makes the leaves yellow, and a cold season nips the trees, and makes the leaves poor. The Chinese at Canton also sell all sorts of old teas for new after they have prepared them for that purpose, either by tatching or firing, and mixing them with new teas; but these deceits may, upon strict inspection, be discovered; but where the advice of a person resident at Canton can be obtained, it is preferable to a private trader's depending on his own judgment. The taste in England should be the guide; as teas, which may please the sight and palate at Canton, may, in the course of the voyage, lose their flavour, and be comparatively of little value.

" The following are a few of the chops of hyson teas brought to Canton market, with the number of chests usually contained in a chop, and a description of their quality, according to the technical terms of the trade:—

	Chests.			Chests.	
Tien Hung ..	104	best in market,	Cowlong ...	170	middling and better.
Hung Hung ..	100	mid. and good mid.	Mun Kee ..	140	ditto.
Hung Hee ..	140	middling.	Khee Kee ..	110	ditto.
Wun Hee ...	151	ditto.	Hiong Chee	265	good middling.
Cow Mow	168	mid. and better.	Wo Hung ..	134	middling.

" The surface of a chest of tea often carries a superior appearance to the middle or bottom; it is therefore necessary to have some of them turned out. In the Company's teas about five in every 100 are turned out of the black teas, but in greens not so many, as the exposure of the air injures the appearance of the teas. Of teas purchased from merchants who do not belong to the *hong*, it is necessary to be very particular in examining them, as they are often falsely packed.

" The following are the tares and allowances on teas at the East India Company's sales:—

" When goods are received into the private trade warehouses, they are brought to sale with all possible despatch. In these warehouses an even beam is never admitted; but in such cases a one pound weight is always added to the tare; and on all packages taring 28lbs. or upwards, one pound super tare is allowed.

"Upon packages weighing 28lbs. gross, a two-ounce weight is placed in the scale by way of giving a turn in favour of the trade. One pound is also allowed for draft of goods of the above weight, and in case of an even beam, one pound is deducted; this pound is also allowed by the customs and excise, but not the two-ounce weight, except by the excise, and that on tea only.

"In taring goods, the scale in which the weights are placed, is allowed to preponderate. On quarter chests, if on averaging those tared, they turn out even pounds, no further allowance is made, unless the chest weighs gross 84lbs. or upwards, in which case one pound is allowed for super-tare on each package; but if there be a fraction, it is reckoned a pound as before: thus, if the average tare be 36lbs, the allowance is 37lbs. and if 36¼lbs. the allowance is 38lbs.

"On whole chests, if, on averaging those tared, they turn out even pounds, 2lbs. are allowed on each package for super-tare; but if there be a fraction, 1lb. and the fraction wanting are allowed. Thus if the average tare be 66lbs. the allowance in 68lbs. and it is the same if the average tare be 66¾lbs.

"The foregoing allowances on tea are also made by the excise; but the customs allow only the pound for a fraction as before stated.

"Teas are generally allotted and arranged for sale by the East India Company, according to the Chinese chops, which indicate them to be of one growth: all the hyson teas of one mark or chop being classed in the same bed or parcel, which thus becomes almost synonymous terms: they are then subdivided into lots of a certain number of chests, because it is found that the tea in each chop is always exactly the same kind, although it may happen to be fresher and better in one year than another. The number of chests in a lot are usually

	Chests.		Chests.
Bohea.............	3	Twankay.........	6
Congou...........	5	Hyson Skin......	6
Souchong.........	4	Hyson...........	6
Single.............	6	Gunpowder..	2 or 3

The following are the Brokers' Marks on Teas, and their Explanation.

M	Musty and mouldy.	/.	Middling.	+	Fine.
m	Musty.	//.	Good middling.	*P*	Plundered.
/s	Barely sweet.	Γ	Good.	*D*	Damage taken off.
/	Ordinary.	⊦	Very good.	*T*	Tared chests.

Over any Mark.

q	Better face than the common run of the sort.	*SL*	Single leaf.	*hb*	High burnt.
h	Heated.	*f*	Flaggy.	*smo*	Smokey.
b	Bloom.	*w*	Woody.	*a*	Signifies half a degree better.
L	Large leaf.	*os*	Odd smell.	*sh*	Shippy.
sm	Small leaf.	*d*	Dusty.		
		bt	Little burnt.		

"The broker's charge on managing private trade teas at the sale, is generally half per cent.

"The Company are obliged, by act of Parliament, to make four sales of tea in a year, putting them up at certain prices, and selling to the best bidder; but if there are no buyers at the fixed prices, the teas rejected are generally put up at the following sale at no price, and sold to the highest bidder.

"The propagation of the tea-tree in Europe being very desirable, the following methods are recommended for preserving the seeds or plants from China.—Care should be taken that the seeds are fresh, sound, ripe, plump, and moist internally; after being well dried in the sun, they may be inclosed in bees wax; or, left in their capsules, they may be put into very close canisters of tin or tutenague. In the directions given to La Peyrouse by the French government, it is recommended that these, and other seeds, be placed in alternate layers of earth in tin boxes, closed up exactly, and placed in solid cases covered with waxed cloth; the boxes to be placed in a part of the ship least exposed to moisture, and the most sheltered from extreme heat or cold. Seeds packed in absorbent paper, and surrounded by raisins or moist sugar, are kept a long time in a state fit for vegetation. American seeds are frequently brought over, by putting them in a box not made too close, upon alternate layers of moss, in such a manner as to admit the seeds to vegetate. This might be tried with the seeds of the tea-tree; and, to succeed more certainly, some of the seeds might be sown in pots or boxes when the ship arrives at Saint Helena, and after passing the tropic of cancer, or near the latitude of 30°. North. But the best method seems to be, to sow ripe seeds in good light earth in boxes on leaving Canton, covering them with wire to prevent rats and other vermin coming at them, and taking care that the boxes be not exposed to too much air, nor to the spray of the sea. A little fresh or rain-water should be sprinkled on them now and then; and when the seedling plants appear, they should be kept moist, and out of the burning sun. If young plants can be procured in China, they may be sent over in a growing state in boxes three feet four inches long, twenty broad, and as much deep, having a few holes bored through the bottom."

"Ultramarine is prepared from lapis lazuli, by calcining and washing it clean; when genuine, it is an extremely bright blue colour, somewhat transparent both out and in water. Ultramarine should be chosen of the most beautiful blue, well ground and not gritty. To ascertain whether it be genuine, heat a little of it red hot on an iron; if its colour be not changed, it is good; if it be adulterated, there will be dark coloured spots upon it. Its principal use is in painting. It is imported from China occasionally."

The last chapter in this volume gives a description of the Isle of France, St. Helena,* &c. We shall finish our extracts by giving Mr. Milburn's account of this Island.

"Saint Helena is situated in the Southern Atlantic Ocean; its length is about three leagues, nearly N.E. and S.W. of a circular form, about 26 or 27 miles round. When first observed, it presents the appearance of an abrupt and rugged mountain, divested of tree, shrub, or herbage. The principal ridge in the centre of the island is called Diana's Peak, and is about 2200 feet above the level of the sea; near the S.W. part there is a hill of conical form, called High Peak, rather less elevated than the other. There is very little level ground on the island; the whole of it appears in abrupt ridges and chasms, but the vallies are fruitful and clothed with continual verdure, unless in very dry seasons.

"At the N.E. extremity of the island there is a pyramidical hill close to the sea, called the Sugar Loaf, with a signal post upon it; at the base of this hill there are three batteries, at a small distance from each other, called Buttermilk, and Bank's upper and lower batteries. A little to the S.W. of these Rupert's battery appears, at the bottom of a valley of the same name, which is a strong stone wall and battery mounted with heavy cannon; and Munden's Point divides this valley from James's, or Chapel Valley, where James's Town, the only one on the island is situated. On Munden's Point there is a fort of the same name, and several guns placed on the heights over it, which command on this side James's Valley. This valley has on the S. W. side a hill, elevated near 800 feet perpendicular from the sea, called Ladder Hill, with a heavy battery of guns upon it, that commands the S.W. entrance to the valley and anchorage. James's Valley is also protected by a wall and strong line of cannon at its entrance, close to the sea. There is also a battery at Sandy Bay, on the south side of the island, where boats may land when the surf is not too great; but this, and every other part where there is a possibility of landing, are well secured by batteries or guns placed on the heights over them; and on the summits of the hills there are convenient signal posts all over the island, communicating with each other and the castle by telegraphs, which add greatly to the natural strength of the island.

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* A view and description of St. Helena is to be found in our 10th Volume.

" When a ship is descried, a gun is fired at the signal post from whence she is first seen, and this is repeated by the other posts to the castle, which is called an alarm; a gun is fired for each till five in number, when the signal is made for a fleet; but if more than two sail appear to be steering together for the island, a general alarm is beat, and every person takes possession of the post assigned him, and remains under arms till the Governor is made acquainted by the boats with what ships they are.

" All ships coming in from the eastward, heave to windward of the island, and send a boat on shore with an officer, to report their nation and business, and obtain the Governor's permission for anchoring. The boat is generally hailed from the battery at Sugar-Loaf Point; but she must proceed to James's Town to give the Governor information, before the ship is permitted to pass the first battery at the Sugar-Loaf.

Ships of war as well as merchantmen must observe this precaution, or the batteries will open upon them. When the boat is perceived returning, the ship makes sail for the anchorage.

" On rounding Munden's Point, the eye is relieved from the dreary aspect of the island by a view of the town, situated in a narrow valley between two lofty mountains; this valley is called James's valley, opposite to which you may anchor in from 15 to 18 fathoms, with the flagstaff at the fort bearing S.S.E. distance from the shore about half a mile; this is a good and convenient berth for watering. Upon landing, which is at a kind of jetty, constructed by Governor Brooke, and passing the drawbridge, the way leads between a fine line of 32 pounders and a double row of trees. The town is entered by an arched gateway under a rampart or terrace, forming one side of a parade, about 100 feet square. This parade, were it not distinguished by some mean buildings on the right, would have a handsome appearance. On the left side are the Governor's house and main guard-room; the former is inclosed with a wall, having the semblance of embrasures, and is called the castle: it contains the habitation of the Governor and public officers. The church is fronting the gateway, and is a handsome building; on the right of which is a neat little theatre, far superior to many of the provincial in England.

The principal street commences between the church and a small palisadoed enclosure, called the Company's garden. It consists of about thirty houses; most of them neat and well constructed. At the top it divides into two other streets, one to the east, leading to that side of the country; the other proceeding to the upper part of the valley, across a wooden bridge thrown over a small rivulet; in this street are the barracks, the new garden, the hospital, and a number of shops well stored with all sorts of European, Indian, and Chinese commodities; but the houses are in general far inferior to those in the lower part of the town, where the principal inhabitants reside.

" St. Helena was discovered by the Portuguese on the 21st May, 1501, who shortly after formed a small settlement. They were afterwards expelled by the Dutch, who retained possession of it till 1651, when they withdrew their colonists to the Cape of Good Hope. The English then took possession of the island.—King Charles II. confirmed it to the Company by the charter of the 3d April, 1661, by which he empowered them "to erect castles, fortifications, and forts, on the said island, and to furnish them with stores and ammunition, and to engage such a number of men as they should think fit to serve as a garrison." Jealous of the English occupying a station which might facilitate the navigation to and from the East Indies, the Dutch, availing themselves of the war that broke out between England and Holland in 1665, made a successful attack on the island: it was soon afterwards retaken by the English under Captain Munden. This capture gave rise to a question respecting the rights of the crown and of the Company, whether the island, which was granted to the company by charter in 1661, reverted to them as a right; or whether, from having been recovered by the King's fleet, without the aid of the Company, it again became the property of the Crown, to be disposed of according to the King's pleasure? To obviate this difficulty, his Majesty by a charter dated the 16th December, 1673, regranted the island to the East India Company in perpetuity, " to be held of the King, his heirs, and successors, as of the Manor of East Greenwich, in free and common socage," reserving only to the King the allegiance of the inhabitants. By this charter the King granted to the company all the ordnance, and stores, remaining on the island, and authorised them to transport to it settlers and recruits, and to send stores and provisions duty free; to make laws for the government of the island, and to punish offenders; it also empowered the Governor to exercise martial law on the island, and to repel invaders, and unlicensed persons, and declared that the natives and settlers were to be deemed natural born subjects of England. In 1684, a mutiny broke out in the garrison, which was fortunately quelled, and two of the ring-leaders suffered death.

" In 1689, another and more dangerous insurrection broke out, in which the Governor lost his life; and the mutineers, having plundered the town of most of its valuables, took possession of a ship in the roads, and proceeded to America. Soon after a conspiracy of the blacks was formed to massacre the European inhabitants, to seize a ship, and convey themselves to their native country: fortunately this plot was discovered in time to prevent its consequences. In 1783, the tranquility of the island was again interrupted by a mutiny, which was quelled, and several of the ringleaders suffered death. In 1810, in consequence of some alteration in the mode of victualling the garrison, they revolted from their allegiance, and were with difficulty reduced to order, but not till many of the principal leaders suffered death.

" The following are extracts from the Company's instructions relative to St. Helena:—

" When despatched from India or China, you are to use your utmost endeavours to round the Cape of Good Hope, and proceed to the island of St. Helena, if not otherwise directed; observing to fall into the eastward of the island, and carefully run down upon it, to prevent surprise. On your approach, make the private signal, and forward your boat with a letter to the Governor, laying to at a proper distance, till your signal is answered, and your boat is returning; nor are you to pass Banks's Battery without the Governor's leave.

"You are not to depend on a supply of salt provisions from St. Helena, or appropriate to your ships' use any of the stores intended for the island.

"You are particularly cautioned not to let your officers nor any of the crew be the cause of any disturbance there, as you will answer to us any mischief your authority could have prevented.

"Anchors, Cables, Topmasts, and other stores being sent to St. Helena, in order to prevent any plea for putting into Ireland, or any western port, you are directed, if in want of any of those articles, to apply to the Governor in Council, who, being satisfied of your wants, will supply you accordingly at 50 per cent. advanced.

"On your arrival at St. Helena in war time, in order to prevent surprise, or the consequences of any attack, you are required to attend to the directions of your senior officer, for the berthing of your ship, in order to resist an enemy in the most effectual manner, by veering away, and thus bringing the guns of the whole fleet to bear, or by other disposition which may be concerted for your defence.

"*Fort Regulations.*—Ships touching at the island, are to have the preference of assistance in the following manner:—

I.—British men of war, which are to have the use of both cranes, if they require it, until they are watered.

"II.—Ships with Company's stores are to have one crane to themselves, and their turn at the other.

"III.—English Indiamen.

"IV.—English whalers.

"V.—Foreign men of war.

"VI.—Foreign merchant ships.

"Any commander of a British ship, who wishes to water at Lemon valley, must first apply to the town major for permission.

"No boat is to make fast to the hawsers, or buoys, at either crane, but the boat that is under the crane; those waiting for their turn, must ride by their respective grapnels, or lie upon oars, until the boat, then under the crane, haul out, and leave a vacancy.

"No boat is to lie close to either stairs longer than necessity absolutely requires; but to keep at a sufficient distance to let other boats approach.

"None but King's boats, or the boats of government, are permitted to pass to windward beyond the battery, at the point under Sugar loaf, nor to board, or to have any intercourse with any ship coming in, before such ship shall have anchored.

"No foreigner can, under any pretence whatever, be permitted to go into the country, nor land on any other part of the island but James's valley.

"None but boats belonging to British men of war are allowed to land on any other part of the island but James's valley, without permission of the Governor.

"Any ship or vessel approaching the roads with a yellow flag, is to be considered under quarantine so long as it shall remain hoisted.

" The commanders of ships, not in the Company's regular employ, and foreigners, on their arrival in port, before application for water, or any other refreshment, are first to give bond or security, in the secretary's office, against taking any person from the island, or leaving any person on it, without permission from government. The certificate of their having signed such bond is to be delivered to the master attendant, to whom the charges for anchorage, boat hire, &c. are to be paid.

" The commanders of all ships to give forty-eight hours notice to the Governor before they intend to sail, and are not to sail after sunset in the evening, nor before sunrise in the morning; for the due observance of which they shall give bond, if required, as before mentioned.

" No gunpowder is to be landed without previous notice be given to the commissary of stores and master attendant, in order that proper precautions may be adopted to prevent accidents.

" *Provisions and Refreshments.*—The beef here is excellent; but in consequence of the small number of cattle on the island, and the great demand for the King's and Company's shipping, who are generally allowed two fresh meals a week during their stay, they seldom attain the age of four years. Salt meat is therefore the principal meat for the inhabitants and the garrison; it is issued from the Company's stores at prime cost, and other articles, as flour, peas, tea, sugar, rice, &c. at a small advance, covering freight and expences. The price of beef is 6½*d.* per *lb.* alive, which makes it expensive. The other articles of provision procurable here vary in price according to the demand.

Mutton....	from 1*s.* 2*d.* to 1*s.* 6*d.*	per lb.	Potatoes,	from 8*s.* to 10*s.*	pr. bushel.
Pork	1*s.* 6*d.* to 1*s.* 8*d.*	do.	Cabbages	1*s.* 3*d.* to 1*s.* 6*d.*	each.
Grown fowls	9*s.* to 12*s.*	each.	Pumpkins	2*s.* to 2*s.* 6*d.*	do.
Turkeys	31*s.* 6*d.* to 42*s.*	do.	Eggs	4*s.* to 5*s.*	per doz.
Geese	21*s.* to 25*s*	do.	Milk	4*d.* to 5*d.*	per quart.
Ducks	10*s.* to 12*s.*	do.	Apples	1*d.* to 2*d.*	each.
Mackarel	8*d.* to 1*s.*	per doz.	Turtle	6*d.* to 9*d.*	per lb.
Bull's eyes	9*d.* to 1*s.* 2*d.*	do.	Conger eels	3*d.* to 4*d.*	do.

" Of fish there is a great variety round the island, most of them excellent, and cheap. The fruits met with are grapes, figs, plantains, guavas, oranges, lemons, apples, &c. and of vegetables, cabbages, yams, and potatoes; of the latter, great quantities are to be procured on the island, and are in general of the best kind. Fresh water is conveyed from a spring in the valley by leaden pipes to the wharf, and from thence into the boats; the water is excellent, and any quantity may be procured without delay. There is another watering place in Lemon valley, which is esteemed the best water, and you fill the casks in the boat with a hose; only it is a little farther to fetch it. Fire-wood is very scarce, and procured with great difficulty.

" The officers of ships, and passengers, during their stay, are accommodated with board and lodging in the houses of the principal inhabitants, for which they pay in proportion to the existing price of fresh provisions, which varies from 20*s.* to 30*s.* per day, and half as much for each child or servant, for which, with the assistance of a piece of roasting beef occasionally from the ships, an excellent table is kept, and no expence spared.

" *Soy* is prepared in China and Japan, from a particular species of bean, in the following manner:—the beans are boiled till they become rather soft, to which an equal quantity of wheat or barley are added, and set in a warm place to ferment; the same quantity of salt is then put to the mixture, and three parts as much water added to it. After being properly mixed, it is left to stand, well covered, for two or three months; it is then pressed, and strained off, and kept in wooden vessels. Some places produce better soy than others, but exclusively of that, it grows better and clearer through age; its colour is invariably brown. Japan soy is esteemed superior to Chinese, and is an article of trade from thence to Batavia. The Dutch, in order to preserve the best sort, and prevent its fermenting, boil it up, and afterwards bottle it, which bottles are well corked and sealed.

"Soy should be chosen of a good flavour, not too salt or too sweet, of a good thick consistence, of a dark brown colour, and clear; when shaken in a glass, it should leave a coat on the surface, of a bright yellowish brown colour; if it does not, it is an inferior kind, and should be rejected."

In concluding our review of this work, we feel much pleasure in acknowledging the satisfaction we have received in the perusal of it; and although there are some few inaccuracies (as is the case in most, if not in all, publications), yet the volumes before us contain so great a variety of instructive and useful information, that we should be wanting in our duty to the author, did we not recommend to our readers and the public at large, to patronise MILBURN's *Oriental Commerce*, by becoming purchasers thereof.

G.

SHIPWRECKS.

LOSS OF THE ARNISTON.

THE following narrative is taken from the surviving crew, relative to the loss of the Arniston transport, wrecked near Cape L'Aghullas, on the evening of the 30th May, 1815.

"Charles Stewart Scott, late Carpenter's-mate of the Arniston transport, and others, assert, to the best of their knowledge, that she sailed from Point de Gall on or about the 4th of April, under convoy of his Majesty's ship Africaine, and Victor brig, with six Indiamen. About the 26th May, parted company from the convoy, owing to stress of weather, having blown away most of her sails. Other sails were then bent, but the weather continued very squally, with a heavy sea. On the 29th, about 7 A.M. the land was discovered right a-head, bearing about N. by W. a long distance off; the wind then S.S.E. About half-past 4 P.M. still blowing very strong, hauled to the wind on the larboard tack, under a close-reefed main topsail, and stood on till half past 2 A.M. On the 30th, then supposing the land seen was near Table Bay, the hands were turned up. Bore up, Steering N.W. and set the foresail, intending to run for St. Helena. Continued on till 10 A.M. when the land was discovered nearly a-head; turned the hands up, and hauled the ship close to the wind on the larboard tack; still blowing very hard, made all sail (having topsails and courses set), stood on till near noon, when breakers were discovered on the lee bow; wore ship, and hauled to the wind on the other tack; stood on till two P.M. then wore and hauled to the wind on the larboard tack, continuing on till near four o'clock, when breakers were seen (proved L'Aghulias Reef), which we could not weather on either tack, being completely embayed; clewed up the sails and cut away three anchors, the two bower cables parted shortly after, when Lieut. Brice, Agent for Transports, recommended the Captain to cut the sheet cable, and run the ship on shore, the only chance of saving the people's lives; the cable was then cut, and the ship put before the wind; in about eight minutes after she struck forward, the ship heeling to the windward; cut away the guns in order to heel her the other way, which could not be effected, consequently she soon began to break up; about eight o'clock the masts went, and the ship in a very short time was quite in pieces; many people were drowned below, in consequence of her heeling to the windward, and others clung to the wreck, endeavouring to reach the shore, about a mile and a half distant. Out of the whole crew, consisting of near 350 persons, only six men reached the shore with great difficulty upon planks, being much bruised by the wreck and surf, which was very high. At day-light the next morning, the stern-post was the only part of the ship to be seen; the beach was covered with wreck, stores, &c. and a number of dead bodies (which were buried by the survivors), and among them were Lord and Lady Molesworth, the Agent, and Captain, with some children. On the next day, the 1st June, considering ourselves to the westward of Cape Point, it was agreed to coast the beach to the eastward, which we continued to do for four days and a half, subsisting on shell fish from off the rocks, but fearing we had taken a wrong direction, it was agreed to return to the wreck, and we accomplished it in three days and a half, where we remained six days, subsisting chiefly on a cask of oatmeal which had driven on shore; by drying it in the sun we experienced great relief. The pinnace had been thrown ashore bilged, which we proposed to repair in the best manner circumstances would allow, and endeavour to coast along shore; at that time, the 14th June, being at work in the boat, we were fortunately discovered by a farmer's son, John Swarts (who was out shooting), and humanely carried by him to his father's house, where we remained with every comfort he could afford us for a week, and then set off for Cape Town, where we arrived on Monday evening, the 26th June."

Before we left the country, we were informed that 331 bodies, thrown on shore, had been interred near the beach.

(Signed) Charles Stewart Scott, and Party.

This declaration was made before me at Cape Town, the 27th day of June, 1815, of which this is a true Copy.

(Signed) J. Meres, Lieut. R.N.
Resident Agent for Transports.

A list of Officers and Passengers (as far as can be collected by the survivors) who perished on board the Arniston transport, May 30.

Lieut. Brice, R. N. Agent	4th Ditto,—— Robinson
Captain George Simpson	Doctor Gunter
1st Mate, Thomas Bull	Boatswain, John Barrett
2d Ditto, William Young	Carpenter, John Finlay
3d Ditto, —— Gibbs	Gunner, Thomas Gowan

PASSENGERS.

Lord and Lady Molesworth, with a boy about seven years old, under their care.

Four children (boys) belonging to an Officer of the 73d regiment, at Columbo.

Captain Stoddart (Royal Scotts.)
Mrs. James, with two children, belonging to Point de Gall.
Mrs. Taylor, an officer's widow.
Miss Twisselton, daughter of the Clergyman at Columbo.
Mr. Gordon and son, about five years old.
Ordnance Store-keeper.
Lieutenant Callendar, 19th regiment.
Invalids from the 19th, 22d, 56th, 69th, 84th, and Royal Scots, with 14 women, including passengers, and 25 children, and near 100 seamen from the different men of war in India, in the whole about 350 people.

N.B. Captain Whyms, of the 19th Regiment, died on board about six weeks after leaving Ceylon.

SURVIVORS.

C. S. Scott, carpenters mate.
Philip Shea, seamen.
William Drummond, ditto.
William Fisk, seaman
Thomas Mansfield, ditto.
John Lewis, ditto.

THE SIR WILLIAM CURTIS PACKET.

DETAILED ACCOUNT OF THE LOSS OF THE ABOVE VESSEL.

Ramsgate, Nov. 6.

Yesterday arrived here the Lord Liverpool packet, from Ostend, which port she left on Saturday afternoon; brought several Officers and other passengers. By this vessel we learn there are hopes of the Sir William Curtis packet being got off. Letters are also received by the Liverpool (addressed to the owners of the Ramsgate packet,) from passengers who were on board the Sir William Curtis when she struck, and who are very desirous of exculpating Capt. Falera, the Commander, from any blame or inattention to the vessel, and therefore, unsolicited, have written to the Ramsgate packet owners, an account of this disastrous circumstance.

The Sir William Curtis packet sailed from Ramsgate for Ostend, on Friday evening, October 27, about nine o'clock, fine weather at that time, but afterwards becoming unfavourable, she did not arrive off Ostend until Sunday morning, too late to get in that tide. In the afternoon a most severe gale sprung up at easterly, which made a great sea at the entrance of the harbour. At seven o'clock the light was hoisted at the east pier, which denoted a sufficient depth of water for the packet to enter: but Captain Falera being determined, if possible, to avoid any risk, delayed making for the harbour until nine o'clock, when the vessel struck on the ground, about fifty yards distant from the pier-head, and afterwards washed up against the piles on the west side; an attempt was then made to get the boat out, but she stove, and the vessel filled with water. At this moment Capt. Falera attempted to fasten a rope to the piles, that the passengers might by that means be assisted; but in endeavouring to accomplish this, Capt. Falera was washed overboard by a tremendous wave, and it was with great difficulty that he got on shore and saved his own life. At this moment, it is most probable, that the unfortunate Ladies were washed off the deck also. The Steward of the ship caught hold of Miss Carleton, with one hand, and with the other held by one of the piles, when the vessel heeled, and his leg was jammed against the piles, and he could keep his hold of the Lady no longer, and she sunk and was seen no more. This man remained on the piles from nine until two o'clock in the morning, before he could get extricated from his situation —I believe that his thigh was broken. Colonel Kinnaird was one of the passengers, and got on shore from the piles considerably hurt: several others escaped in the same way. Mrs. CARLETON (mother of Lord DORCHESTER) and her daughter, a young Lady upwards of twenty, and their female servant, unfortunately perished. The body of Mrs. CARLETON (only) had been found at the time the Liverpool left Ostend; the young Lady and female servant had not been picked up on Saturday last.

No endeavours were wanting either by the Captain or Mate to save the unfortunate passengers that perished, and their exertions on this melancholy occasion were highly meritorious, although not attended with the desired success. The Captain's not endeavouring to make the harbour of Ostend in the morning is universally acknowledged to be good judgment, as he would then have been sure to have lost his vessel. Nothing but a most severe gale coming on at the time he made the harbour, caused this dreadful accident. The passengers, from whom the account is received, say, that their only motive of writing this statement is to clear the Captain and Mate of the Sir William Curtis packet from censure, as no blame whatever can be alleged against them. Besides the unfortunate female sufferers before-mentioned, there was a young man perished, who was brother, it is said, to a person that was lost in the Lord Wellington, Dover packet, near Ostend, a few months since.

To the very extraordinary circumstance of there being several feet less water at the pier-head on Sunday, than there was the day before at the same time, and the being deceived by the light being hoisted, under the idea of there being the same depth of water as usual, this dreadful accident may be chiefly attributed. Letters from Flushing also mention the same circumstance as very extraordinary, of there being three feet less water at that place on Sunday evening, than there were twelve hours before, owing to the gale coming on so rapidly from the eastward.

Poetry.

THE GLORIES OF THE OCEAN.

WHO hath not felt the glory of the Sea
Lift his rapt spirit, bid his cares repose?
Great world of waters! who hath gazed on thee,
Nor thrill'd with awe no language can disclose?
Thine is the grandeur that o'erpowers the sense,
Faint, shadowy image of Omnipotence!
Thine is the mighty voice, whose hymn sublime,
Pealing through nature from the birth of time,
With silent wonder every nerve can thrill,
And bid the tempests of the soul be still.

Oh! many a lovely and majestic sight,
That Fancy's liveliest dreams can scarce pourtray;
In blaze of noon, or moonlight calm of night,
'Neath Summer skies, or Winter's boreal ray,

Hath met th' adventurer's eye, whose dauntless helm,
From shore to shore has trac'k thy billowy realm!
He on the deck has stood, in silent trance,
When tropic sunsets fir'd thy calm expanse;
When the bright cope in forms and lines was dress'd,
That thought ne'er imaged—pencil ne'er express'd;
When ev'ry wave in burning glory roll'd
Beneath the dome of amethyst and gold;
And the vast solitude of main and sky,
Seem'd a new world's unsullied majesty!

Oft, on the midnight watch, 'twas his to gaze
On the wild sea-fire's evanescent blaze,
As from the deep in living stars it sprung,
Or on each wave in wreaths of radiance hung;
He! 'mid the stillness of the Polar night,
By the pure lustre of the Northern light
(Whose fiery pillars, glancing o'er the skies,
Ting'd the clear frost-work with a thousand dies),
When not a sound of life, howe'er subdu'd,
Broke the deep calm of arctic solitude;
Awe-struck, amaz'd, view'd many an icy pile,
Rear'd 'midst the waves, like work of Genii pow'rs,
Bright spire, and diamond fane, and floating isle,
With all its crystal minarets and tow'rs;
While far around those palaces of frost
Through a while splendour o'er the desert coast.

Ocean! when morning skies of tend'rest blue,
Tinge thy smooth breast with Heaven's own loveliest hue;
When glassy tides with faintest murmurs heave,
Dyed by the purple firmament of eve—
In Summer's radiant reign, when sighs the gale,
To wave the streamer, or to swell the sail;
Or in thy dread magnificence of wrath,
When sweeps the tempest o'er its billowy path;
Sublime in ev'ry change, on ev'ry shore;
Still dost thou teach the kindling soul to soar;
Dilate its pow'rs, and bid its bright'ning eye
Glance at the glories of Eternity.

Ireland. *Ultonius.*

METEOROLOGICAL REGISTER.

From October 25th, to November 25th, 1815.

Kept by C. Blunt, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure.			Temperature.			
			Max.	Min.	Mean.	Max	Min.	Mean.	
	26	N	29 50	29·16	29·487	56	40	47·75	Rain
	27	N	29·60	29·48	29·515	55	36	45·75	——
	28	NE	29·96	29·74	29·825	54	36	45·25	——
	29	NE	29·90	29·90	29·90	55	35	44·5	Fair
	30	NE	29·87	29·86	29·867	56	33	42·75	——
	31	E	29·99	29·96	29·967	55	34	42·5	——
●	1	N	29·96	29·94	29.945	55	35	43	——
	2	N	30·07	29·96	30·00	54	32	41·5	——
	3	N	30·28	30·24	30·257	53	27	39·25	——
	4	N	30·29	30·28	30·287	53	30	38·5	Rain during night. Fog in the mng.
	5	W	30·21	30·21	30·21	55	35	43·5	Fair
	6	SW	30·17	30·13	30·145	56	37	46·5	Rain
	7	W	30·10	30·05	30·07	56	32	43·75	——
	8	W	29·99	29·94	29·912	56	32	43·25	——
	9	W	29·96	29 87	29·536	55	38	44·75	——
	10	SW	30·11	30·08	30·09	53	40	46·25	Fair
	11	SW	30·09	30·04	30·06	57	42	46·5	Rain
	12	W	30·08	30·08	30·08	55	41	46	——
	13	W	29·15	29·00	29·102	54	33	43·5	——
	14	NW	29·00	29·14	29·082	52	31	42·25	——
	15	N	29·29	29·14	29·187	50	29	38.75	Fair
○	16	N	29·58	29·36	29·597	49	25	36·75	Snow duringnight.
	17	N	29·80	29·56	29·675	49	23	36·5	Sleet, fair.
	18	N	30·02	29·91	29·957	46	25	30·4	Sleet, fair.
	19	E	29·85	29·85	29·85	45	25	33·5	Fair
	20	E	29·72	29·64	29·66	46	30	36	——
	21	E	29.67	29·64	29·907	46	30	37	——
	22	E	29·94	29·75	29·842	45	28	35·5	——
◐	23	E	30·18	30·08	30·12	46	28	35·25	——
	24	N	30·37	30·26	30·307	46	23	34·75	——
	25	N	30·43	30·43	30·43	50	32	38·75	——

RESULTS.

Mean barometrical pressure		29·889	Mean temperature		38·9783
Maximum 30·43	wind at	N	Maximum 57	wind at	SW
Minimum 29·00	——	W	Minimum 23	——	N

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
12	3	6	0	0	3	6	1

	Mean Barometrical Pressure.	Mean Temperature.
From the last quarter on the 25th of Oct. to the new moon on the 1st of Nov.	29·76	44·75
———— new moon on the 1st, to the first quarter on the 9th	30·033	42·406
———— first quarter on the 9th, to the full moon on the 16th	29·591	44
———— full moon on the 16th, to last quarter on the 23d.	29·784	35·607

NAVAL HISTORY OF THE PRESENT YEAR, 1815.

(October—November.)

RETROSPECTIVE AND MISCELLANEOUS.

PEACE between France and the Allied Powers has been once more formally established, although on terms very different from those of last year; and yet, so far as is known of them, no otherwise so than is warranted by the most liberal principles of justice—they are but *saving* terms in every sense of the word. The pecuniary indemnifications will, however, bear heavily on France in her present exhausted state; and a confiscation of the property of those who have plunged her into her present difficulties, should be looked to as the most equitable part of her ways and means. Too many of them have already escaped, others are meditating flight; but there is now reason to believe that a stricter course of justice than has hitherto been adopted, will effect the long-desired and necessary retribution of punishment to the guilty.

At the departure of the Canso schooner from Halifax, lately arrived, the ships upon that station were anxiously waiting to be relieved by the peace establishment ships from home. The Americans finding it to be the intention of our Government to keep up a naval establishment upon the Lakes of Canada, quite equal to that which they have had, discovered some symptoms of a design to increase their force: but what they had done was regarded only as proceeding from a sudden temporary feeling of national pride and jealousy.

We insert the following article from Newcastle, relative to a settlement of differences with the seamen at that port and Sunderland :—

" *Newcastle, Wednesday Morning,* 12 *o'clock.*

" The business with the refractory seamen is finally settled, and the Tyne free from all incumbrance. The seamen are flocking to man the vessels with the utmost haste."

SUNDERLAND EXCHANGE, OCT. 20.

At a meeting of the ship-owners of this port, held this evening, Rowland Webster, Esq. in the chair,

" It was resolved, that the following scale for manning the ships of this port be agreed to, and offered to the Seamen, with the wages of £4. 10s. per voyage, until the 25th day of March next:—

Ship of	6 Keels,	..	4 Men and	2 Boys.
———	7 —— to 8 ditto,		5 ———	2 ——
———	9 ——	..	6 ———	2 ——
———	10 ——	..	6 ———	3 ——
———	11 ——	..	7 ———	2 ——
———	12 ——	..	8 ———	2 ——
———	13 ——	..	8 ———	3 ——
———	14 ——	..	9 ———	2 ——
———	15 ——	..	9 ———	3 ——

" Apprentices of twenty years of age, having been one year at sea, to be considered as men; and those of seventeen years of age having been two years at sea, to be considered also as men. Other apprentices, under the age of seventeen years, having been three years at sea, two of them to be reckoned as one man.

" It was also resolved, that the Rev. William Nesfield be requested to offer the above terms to the Seamen, and that this meeting do adjourn until to-morrow morning at ten o'clock.

"That the thanks of this meeting be given to the Rev. Wm. Nesfield, for his service and laudable exertions to procure reconciliation between the ship-owners and the seamen."

At an adjourned meeting of the ship-owners of the Port of Sunderland, held at the Exchange Rooms, on Saturday the 21st October, 1815.

The Rev. Wm. Nesfield has communicated the following as the result of his interview with the Seamen :—

"*Hendon-House, Sunderland, Oct.* 20, 1815.

"I hereby certify whom it may concern, that this paper (containing the foregoing scale and resolutions) was delivered to me from the ship-owners of the Port of Sunderland, with their authority to present it to the seamen for their acceptance.

"Given under my hand the day and year above-mentioned,
"WM. NESFIELD,
"One of his Majesty's Justices of the Peace, in and for the County of Durham."

"I hereby further certify, that the same has this day been presented by me to the body of the seamen, and unanimously accepted by them.

"WILLIAM NESFIELD.

"Sunderland, 21st October, 1815."

"Resolved, That the scale agreed upon last evening, for the manning of the ships, and accepted by the seamen, be immediately adopted, and that the Committees of the several Insurance Associations be requested and authorised to attend and see the same carried into effect; and that the Brokers be directed to send a copy of these Resolutions to the ship-owners individually.

"ROWLAND WEBSTER, Chairman."

From Hamburg, we learn, that owing to the accidents which have attended the shipping, a regulation to the following effect has been adopted, which is necessary to be known by Masters of vessels trading to the Elbe: —On the island of Neuwerk, at the entrance of the Elbe, a second light fire, like that already existing last year on the large tower, is erected on a newly built smaller tower. This fire would be first lighted on the 30th October, and the light-house on which a coal-fire was formerly burning, will be taken down. With regard to the sands, the new light-house is placed nearer to the large tower, and at the same time somewhat more westerly, so that a vessel which has brought both lights in a line will be in the direction with the small Kettel buoy, and has therefore not quite passed the Schaaharn Sand. With this direction a vessel will sail over the Vogel Sand in five fathoms water, but the south shore running here and all along steep too, she must be very careful to keep this direction not longer but within eleven or twelve fathoms water, in which depth she must steer immediately S.E. by S. ½ E. when she will pass the Schaar buoy; and continuing this course until the light of the highest tower bears S.S.W. she will be on a good anchoring place, near the Flugal buoy of Neuwerk, from which place she may at day-time run to Cuxhaven, by means of the buoys, in case the pilot buoy should be prevented, by the ice, riding in the entrance of the river. The northern beacon (darkening beacon) being heightened again, it is to be observed, that this beacon lies in a line with the Schaar buoy and the larger tower, and that with respect to this mark all former directions are still to be attended to.

His Majesty's store-ship Tortoise is appointed to receive on board the frame-work of the house which has been formed for the residence of Buonaparté at St. Helena.

An accident, attended with the loss of several valuable lives, happened to a sloop of war, bound to Bristol, for the purpose of taking seamen on board. Owing to the unskilfulness of the pilot, the ship struck on the sands, near the Denny, in Kingroad, where she remained several hours on her beam-ends, and in the most perilous situation. Five of the crew, we understand, were drowned; but the ship was ultimately got off, after losing three of her boats, and throwing all her guns overboard.

Two man of war's boats, the one a six-oared cutter, and the other a gig, were fallen in with, floating up the Severn, and towed into Gatcomb, by J. Barrett, pilot of that place. At Broad-Oak, several gun-carriages, with rammers, sponges, &c. were likewise picked up; and from the word "Prometheus" being impressed upon the former, the name of the sloop of war mentioned in the above is satisfactorily ascertained.

An experiment of the telegraph invented by Admiral Sir Home Popham, will take place immediately between the admiralty and Sheerness; and places for their erection are now selecting. The machine consists of an upright staff, from whence two arms project, one at the top and the other near the centre. By the combinations produced from these, upwards of 2,000 changes take place, a greater number than the one now in use can possibly give by some hundreds.

The court-martial, which has been sitting some days at Sheerness on Captain Lord George Stuart, late of the Newcastle, 50-gun ship, on charges preferred against him by Captain Butcher, late of the Antelope, of the same rate, closed its proceedings on Thursday afternoon, at a late hour, when his Lordship was *fully acquitted.*

General surveys are making at the several dock-yards of the men of war, to ascertain which are proper for repairing or taking to pieces.

The subjoined article from Alghieri, in Sardinia, under date the 19th ult. is extracted from the Gazette de France, and furnishes another instance of the outrages committed by the piratical States of Barbary:—"Two Barbaric corsairs were for several days within sight of our coasts, and excited serious apprehensions of a surprise. They disembarked, within seven miles of our town, and attacked several small villages, whence they carried off several women and children, while the men were occupied in collecting fuel upon the hills. The alarm was in consequence spread throughout the neighbourhood, and some artillerists were sent out from our harbour to intercept the robbers. It is supposed that they will land their helpless captives upon the coast, when they despair of gaining a high ransom. But it is feared that they will, according to the practice of those barbarians, violate the persons of some of their victims, and murder others. They have carried off two priests, whom they have mutilated in a horrid manner. Will the maritime powers never adopt some effectual measures for the suppression of such abominahle outrages? By tolerating these atrocities any longer, they become, in some degree, accessary to them!"

The most active exertions are made to obtain seamen for the Niger frigate, Captain S. Jackson, as, the moment she is ready, the Hon. Mr. Bagot, our Minister to the United States, will embark, and proceed on his embassy.

The Zealous, 74. is fitting out at Portsmouth, to be stationed at Quebec, as a point of naval communication between that port and the lakes of Canada. Two lieutenants and seven midshipmen go out in her, for the lake service. She has had her quarter deck and fore-castle guns taken out, is fitted with a spar deck, and has a complement of 590 men. Captain J. Anderson is appointed to command her, vice Captain Boyce; Lieutenant Borthwick (first lieutenant) is invalided; Lieutenant Clack is sick at the hospital; Mr. Sissmore has succeeded Mr. J. Pedler, as master; and Mr. J. Brown is appointed purser of her, vice Mr. G. Thorn, who resigns.

Promotions and Appointments.

Captains, &c. appointed.

Murray Maxwell, to the Alceste; Richard Wales, to the Childers; Robert H. Rogers, to the Dover; John Tarlour, to Tonnant; Sir James Gordon, to the Madagascar; J. Daniel, to the Briseis; John Harper, to the Wellesley; Charles Allen, appointed as post captain in the Tyne; Lieutenant Robert Campbell, to act as commander in the Hesper; Hon. A. Tournour, to the Sphynx; William Henderson, James Rattray, Frederick William Bourgoyne, are promoted to the rank of post-captains; Francis Fourcott, to the Regulus; Alex. M'Koniche, to the Calliope; Francis Stanfell, to the Phæton; Philip Carteret, to the Active; John Allen, to the Volage; Alexander Campbell, to the Shark; Lieutenants E. F. Scott, George Tufman, Alexander Campbell, Thomas Ferris, William Monilaws, and Wm. Gilbert Roberts, are promoted to the rank of commanders.

Lieutenants &c. appointed.

John Launcelot Atkins and William Russel Atwil, to be lieutenants; George Bissett, to the Albion; Robert Bruce, to the Euphrates; John Wm. Brown, to the Myrmidon; Thomas M. Blainey, to the Vengeur; James Bates and John William Brown, are promoted to the rank of lieutenants; Richard Crosby, to the Hope; George Ward Cole, to the Primrose; William Cullis, to the Ramillies; George Craister, to the Spey; William Chick, George Cordroy, and Thomas L. Crooke, are promoted to be lieutenants, William Henry Dobron, George Evan Davis, Benjamin Dickson, John Edwean, and Colson Fasting, to be lieutenants; Joseph C. Gill, to the Rochfort; John Gardner, John Graydon, Peter Hannay, Thomas Hill, John Hilldrup, Robert Hea, and John Henderson, to be lieutenants; John C. Hickman, to the Alceste; James Henderson (2), to the Bann; John Hawkey, to the Congo; Joseph B. Howell, to the Eridamus; James Stewart, to the Hebrus; Thomas G. Hoste, to the Tonnant; John Jenkins and Joseph John Johnstone, to be lieutenants; Richard King, to the Bermuda; J. Leigh, to the Vengeur; B. J. Loveless, to the Rochfort; Charles B. Louis, to the Saracen; Wm. Lane (1), Wm. Lane (2), Lockhart Leith, John Singard, Timothy Macnamara, Edward Moore, and T. A. Murray, to be lieutenants; James Macdonald, to the Tay; Edward Maxey and W. H. Mason, to the Active; Peter Morris, to the Weser; R. Pierce, to the Active; C. G. Palmer, to the Esk; William Henry Pierson, to the Iphigenia; Richard E. Pym, to the Shark; H. Parker, to the Spencer; Arch. Nagle, H. L. Parry, Richard Percival, John G. Podmore, to be lieutenants; T. Rogers, to the Larne; Alexander Robertson, to the Cadmus; S. S. Ramsay, Thomas Ramsay, Robert Ross, and N. J. Reed, to be lieutenants; William Strong, to the Falmouth; Edward Sparshott, to the Myrmidon; A. M. Williamson, to the Rifleman; William Wood (2), to the Niger; Robert Sharp, G. P. Simmons, William Gill Slater, George Smith, William Samuel Stratford, John Tulley, Cornelius Turnbull, John William Tyler, John Webster, George Warr, and John Wilson, are promoted to the rank of lieutenants.

Surgeons appointed.

John Rodwell, to the Active; William Price (1), to the Phæton; Wm. Law, to the Lyra; William Enright, to the Charybdis; Alexander Dunbar, to the Melville; John Cameron, to the Sphynx; J. H. Acheson, to the Melville; S. J. Swayne, to the Madagascar; Edward Reilly, to the Renard; Gabriel Bielli, to the Weser; Robert Brien, to the Bann; William Irwin, to the Scamander.

Masters appointed.

F. Ruckert, to be superintending master at Sheerness; R. Burstal, do. do.; J. Langley, to the Magicienne; J. Hepburn, to the Ramillies; J. Allen, to the Alert; W. Owston, to the St. George; A. Lewis, to the Phæton; W. White, (2), to the Active; J. Perrican, to the Bacchus; G. Paynter, to the Mosquito; W. Miller, to the Bann; E. Bransfield, to the Pactolus; D. Beynon, to the Weser; E. Hankin, to the Pioneer; W. Purdo, to the Malta; J. Tomlin, to the Superb; J. W. P. Pitt, to the Hydra; J. Hardie, to the Primrose; L. John (2), to the Childers; G. Sanders, to the Tiber; W. Hudson, to the Tortoise store-ship; R. Tilmouth, to the Cordelia; A. Lowthian, to the Madagascar; John Cragg, to the Amphion; A. Lyall, to the Britomart; C. M'Lean, to the Wasp.

Midshipmen passed for Lieutenants.

Sheerness.—J. Ginard, R. Chandless, A. G. Barretti, R. Duncan, J. Ritchie, W. Sutton.

Portsmouth.—C. Ayre, J. B. Pascoe, E. Cootal, J. Sleigh, A. Longmore, E. Bayley, Hon. W. Waldegrave, L. Miles, E. Hopkins, J. Train.

Plymouth.—J. W. Young, C. May, D. Cox, J. A. Horlock, E. H. Paice, J. O'Reilly, J. Marriott.

MEMORANDUMS.

The Royal Hospital at Deal has been reduced on the peace establishment, and all the officers put on half-pay.

Dr. John Gray, 2d physician of the Royal Hospital at Haslar; Dr. Wilson, 2d physician of Plymouth Hospital; and Dr. W. B. Smith, 3d surgeon of Haslar Hospital; are ordered to be reduced on the peace establishment.

Colonel Hon. Granville Anson C. Stapylton to be paymaster and inspector of royal marines, *vice* Doyle.

MARRIAGES.

Lately, Captain Francis Temple, R.N. to Susan, youngest daughter of the late George Warren, Esq. of Penpool, Cornwall.

Lately, Lieutenant Barfoot, 2d, or Queen's regiment, to Miss Blamborough, only daughter of the late J. Blamborough, Esq. master, R.N.

Lately, Captain G. Burton, R.N. to Miss Penn.

Lately, Lieut. Smith, of H.M.S. Peruvian, to Susan, daughter of Richard White, of Gosport.

Lately, Captain Sir John Talbot, R.N. K.C.B. to Hon. Juliana, 3d daughter of the late Lord Arundel.

At Bath, Lieut. Hutcheson, R.N. to Emma, 2d daughter of Mr. John Patch, America-place, Bath.

Lately, Captain M. J. Popplewell, R.N. to Margaret Carr, daughter of the late Geo. Mackay, Esq. of Ringhouse.

At Humbledon, Mr. Didham, purser of H.M.S. Pactolus, to Miss Maria Foster, of Park House, Humbledon.

Lately, William Buller, Esq. nephew of Admiral Sir Edward Buller, Bart. K.C B. to Euphemia, daughter of the late Henry Kent, Esq. R.N. and niece of Vice-admiral John Hunter.

Lately, at Plymouth-dock, Mr. Smith, surgeon, R.N. to Miss Martha Moriarty.

Lately, Captain C. O'Brien, R.N. to Miss Keen, daughter of Captain Keen, R.N.

Lately, at Cork, Captain N. Alexander, R.N. to Susannnah, daugther of Wm. Legrand, Esq. of Cork.

Lately, at Stoke Church, Lieutenant Edw. Smith, R.N. to Miss White, of Bingham Town, near Gosport.

On the 6th of September, at Heavitree, Captain George Bulley, R.N. to Eliza, daughter of the late Robert Carpenter, Esq. of Newfoundland.

On the 17th of September, Captain Wm. Thornhill, of the Harleston West Indiaman, to Sarah, daughter of the late W. J. Hicks, Esq. of Palm.

On the 25th of September, at Oakhampton, Lieutenant J. R. Moriarty, R.M. to Nanny, daughter of D. K. Marshall, Esq. of Truro.

On the 30th of September, at Jersey, John Hyde Champion, Esq. to Charlotte Ann, daughter of the late Admiral Hicks.

On the 3d of October, at Stoke Church, Devon, Lieutenant F. Thompson, R.N. to Harriet, 4th daughter of Major South, 20th regiment of foot.

On the 4th of October, at Plymouth, Lieutenant R. Tucker, R.N. to Miss Hellard, of that place.

Same day, Mr. Boyce, surgeon R.N. to Laura Campbell, 6th daughter of the Rev. James Campbell, of Charrington, Devon.

On the 5th of October, at Avon Dassett, Warwickshire, Captain John Fortescue Morgan, R.N. to Ann, eldest daughter of the Rev. H. Jebson, rector of that parish.

On the 10th of October, at Titchfield, N. Tinmouth, Esq. R.N. to Ann, daughter of Colonel Wingrove, R.M.

On the 26th of October, at Newcastle, Captain S. H. Stuart, R.N. eldest son of Sir S. Stuart, Bart. of Hartley, Hants, to Miss Gunn, of Mount Kennedy, Ireland.

On the 28th of October, Captain R. Gambier, of H.M.S. Myrmidon, to Caroline Gore, 4th daughter of Major-general Brown, lieutenant-governor of Plymouth and commandant of the western district.

DEATHS.

Lately, on his passage from the Havannah to Halifax, Captain Everard, of H.M. brig Wasp. He was attacked with the yellow fever previous to his leaving the Havannah, and expired in four days after sailing. The brig was taken to Halifax by Lieutenant Jackson.

At Haslar Hospital, Mr. Millman, midshipman of the St. Domingo.

At Cheltenham, Anthony Pye Molloy, Esq. of Upper Wimpole-street, Cavendish-square, late captain R.N.

Lately, at Portsea, Lieutenant John Coffinger, R.N.

On the 28th of April last, in the East Indies, Captain C. Biddulph, of H.M.S. Herfer, aged 29 years.

On the 22d of September, at Sittingbourne, Kent, in the 85th year of his age, Sir John Henslow, who for 23 years, and during that period in which the fleets of England attained the summit of glory, filled the ostensible situation of principal surveyor of his Majesty's navy. In a public capacity he was scrupulously just—active—persevering. In the social relations of life, a good husband and father—a warm and constant friend. After having passed a long life with credit to himself and advantage to the public, he resigned his breath in the zealous hope of a good christian—

Inspicere tanquam in speculum in vitas omnium
Jubeo, atque ex aliis sumere exemplum sibi.

At Penryn, October 15, aged 5 years, James, the only son of Captain Manderson, R.N.

On the 2d of November, in New Bond-st. Captain Robert Campbell, late of H.M.S. the Tremendous.

On the 14th of November, at her house near Ryde, Mrs. Bush, wife of Lieut. Bush, R.N.

BIOGRAPHICAL MEMOIR

OF

JOHN WESLEY WRIGHT, Esq.

CAPTAIN IN THE ROYAL NAVY.

" Gwir yn erbyn y byd."

[Concluded from page 376.]

CAPTAIN WRIGHT had a strong presentiment of the fate that awaited him,* and without recurring to supernatural influence, his former experience of the enmity of those who were now to dispose of him, would be sufficient to account for it. He was entreated by his officers to escape on board the Fox cutter, which was then sweeping out of the bay, at no great distance, but he firmly opposed their importunities, and insisted on sharing the fate of his officers and gallant ship's company. Had there been no reason to apprehend worse than the ordinary treatment of a captured commander, the persuasions of his officers would have borne the character of insult ; but their fear was too well founded, that his fate would be *particular !*

The French carried their hard-earned prize † into Porto

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* Shortly before the capture of the Vincejo, Captain W. had procured from a Spanish brig he had caused to be boarded, some American newspapers; in one of which was copied an address to Great Britain, quoted from " *Alfred,* an Epic poem," the last line of which was, " *return victorious, or return no more.*" This he was often heard to repeat in a kind of reverie ; and the day before his capture he repeated it several times to himself, while he walked the quarter-deck.

† The following account of the capture of the Vincejo, Captain Wright, was received at Greenock, from one of the officers, then a prisoner in France :—

Verdun, August 13th, 1804.

We laboured under every disadvantage that a vessel could : in a rapid tide's way, a dead calm, a weak crew, and a vessel not fit to row ; the enemy, on the contrary, had vessels admirably calculated to attack their opponents in a calm, and in smooth water, with heavy metal, and abundance of men. We had the misfortune one night to get ashore under a battery, and to lose the greatest part of the keel, rendering the brig so leaky as to require almost constant pumping ;

Navallo, a small harbour in the mouth of the river Vilaine, and treated the officers with polite attention. In the evening, the

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notwithstanding this, Captain Wright kept the sea, determined that nothing but the most inevitable necessity should drive him into harbour. After our weak crew had exhausted themselves at the oars, the captain, finding the enemy gaining fast upon us, ordered the broadside to be swept-to, and an engagement so unequal was kept up for more than two hours, when the men began to fall fast, many of the guns were dismounted, the rest incumbered with the falling yards, &c. the vessel nearly sinking, and the brigs of the French towing up alongside to board, with numerous troops.

Captain Wright hailed that he had struck, in time to save the lives of the few men that remained. The following is a statement of our and the enemy's force.

Vincejo.—20 carronades, 18-pounders, and 70 effective men, including 17 boys.

Enemy.—6 brigs, of 2 long 18-pounders, and 1 24 ditto, with from 60 to 80 men each; 7 luggers, gun-boats of the 2d class, 2 long 18-pounders, and from 40 to 50, or 60 men; 4 pinnaces, 2d class of gun-boats, 1 heavy carronade or mortar, 30 to 50 men.—Total, 17 vessels, 36 guns, with from 1200 to 1400 men, having on board, besides their crews, between 300 and 500 troops of the line. Poor Captain Wright was wounded early in the action, but never quitted the deck; a grape-shot struck him near the groin.

To this account we shall add that contained in the following subjoined letters to Captain Wright's father:—

DEAR SIR, *London, 20th December*, 1804.

I have seen Sir Sidney Smith, and delivered him the letter. It gives me no small pleasure to be able to transmit to you, by his permission, an extract of a letter from Mr. John Lawmont, to Patrick Colquhoun, Esq. in which so high a compliment is paid to the abilities of Captain Wright. In addition to the information contained in this letter, Sir Sidney informs me, Sir George Rumbold saw your son in the Temple, but at a distance; they were not permitted any intercourse: he appeared in good health.

Have the goodness to make my compliments to Captain Wright, and believe me, dear Sir, your's very truly,

W. F. Collard.

[EXTRACT.]

"MY DEAR SIR, "*Verdun, France, August 14th*, 1804.

We have at length arrived at our place of rest, after a fatiguing march of 800 miles. Illness, which I was seized with soon after we came here, prevented me from writing before this: I am now quite recovered. Captain Wright was separated from us at Vannes, and the officers were separated from the men at Verneuil, and conveyed to Paris, where we were first taken to the Abbey prison, and when night set in, we were taken to the Temple, and remained there seven weeks, three of which in solitary confinement.

whole of the prisoners were conveyed in boats to Auray, where also they were kindly treated, the officers being lodged in private houses; the men were sent to a prison. The wounded were conveyed to the hospital, and on their passing through the streets,

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"As perhaps you have not heard the particulars of our being taken, I will give you a short account. During our long cruise in Quiberon Bay, we were continually engaged with the numerous gun-boats that passed from one port to another with convoy; but having no pilot, and they keeping close in shore, we were unable to do any thing decisive; we, however, took two unarmed vessels, one a schooner, laden with flour, the other a national lugger, with 2000 oars for the gun-boats; this last, from our want of men, we were obliged to destroy; the other arrived safe in England. The day before we were taken, we drove a sloop and a lugger ashore near St. Geldas. On the morning, at daylight, we discovered a number of vessels coming out of the Morbihan, and a corvette of 18 long 18 pounders lay at anchor close in shore. The Vincejo was at this time becalmed in a strong tide-way, which drifted us close to a rock, which we avoided by dropping our anchor. When the tide slackened, having taken a poor man from a fishing-boat as a pilot, we attempted to take the Teigneuse passage, but from his fears or ignorance he was of no use, and went down below. We now trusted to chance: we were in a narrow and intricate passage, without an air of wind; numerous gun-boats coming rapidly up with us. Our men, who had been up all night, and who had laboured three hours at the oars in a sultry morning, were quite exhausted, and finding escape impossible, the captain ordered the ship's broadside to be swept-to, and an engagement was kept up against such fearful odds for more than two hours, when our firing almost wholly ceased, three of the guns being dismounted, and the rest incumbered with lumber from the falling of the booms, their supporters having been shot away; the men falling fast, the foremast nearly shot away, and the vessel nearly sinking, Captain Wright was forced to hail that he had struck, just in time to save the lives of the few that could keep the deck, as the gun-boats were rowing up alongside with numerous troops to board. He himself was wounded in the thigh early in the action, by a grape-shot, but never left the deck. We lament his separation from us as we would the absence of our dearest friend: his manners are those of a perfect gentleman, his abilities of the first class, and his bravery only equalled by his generosity and humanity. In his deportment to his inferiors, he appears in the most amiable point of view, it being that of a kind and most benevolent father. Indeed, I have not words to express my admiration of his character.

"I have only time to add, without the particulars of the vessels, that the enemy's force was 17 vessels, 36 heavy guns, and from 1140 to 1490 men.

"The Vincejo, from having been ashore before this, was so leaky as to require pumping almost continually.

the women were seen flocking round them from the houses, and offering them wine.

After remaining here several days, orders arrived for their being conducted into the interior of France; and some of the principal inhabitants evinced their respect to Captain Wright, by accompanying him a considerable way from the town. He proceeded, with the surgeon, to Vannes, in a small cart, and the whole were guarded by a few gend'armes, and some of the national guard, under the command of a Swiss officer.

Soon after reaching Vannes, he went, accompanied by Lieutenant (now Captain) Wallis, and his nephew Mr. (now Captain) Wright, to pay a visit to General Julien, then prefect of the department of the Morbihan. This officer had been wounded and made prisoner in Egypt, and was treated with a brotherly kindness by Captain Wright, who resigned to him his cabin on board the Tigre, off St. Jean d'Acré, where he remained on board several months, and parted with him under protestations of eternal friendship. To the eternal shame and disgrace of General Julien we record it, he returned all this kindness with the blackest ingratitude: he ordered Captain Wright to be arrested at the inn, where he had stopt, and sent to Paris in charge of a gend'arme, treacherously pretending, that he adopted this mode of proceeding from a regard to his comfort. To add to the atrocity of this act, he at the same time addressed a letter to Fouché, the minister of police. He began his letter by saying, that having heard the crew of an English corvette, which had been captured a few days before by a division of the national flotilla, was passing through Vannes, he had repaired to the spot to examine if there were among them any traitors like those who had lately been vomited on the coasts; but what was his surprise, when in the commander he recognized the celebrated Captain Wright, who had landed Pichegru, &c. and whom he had formerly known in Egypt; and as he thought he might make some useful revelations, he had sent him forward by the gendarmerie, with a very young nephew, and his servant.* He next represented Captain Wright as a most artful and dangerous adventurer, who thought himself destined to act some high part—that he affected to set all interrogatories at defiance, as he acted under the orders of his government, and was accountable only to it—but, added the General, if he is *properly* questioned, he will make revelations of much importance to the Republic.

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* *Vide* his letter to the Grand Judge, 𝔑. 𝔆. vol. xii, p. 15.

The crew of the Vincejo were drawn up without the gates of Vannes. Captain Wright there took an affectionate leave of them, many of whom shed tears. He said as he passed before them, that in whatever situation he might be placed, he should never forget that he was a British officer.

On his arrival at Paris, he was subjected to many interrogatories, to all which he firmly answered, that he had no account to render to the French government, and that he would answer none of the questions put to him. He was then conveyed to the Tower of the Temple, and confined in a very small room in one of the upper turrets of that state prison, two soldiers being placed with him in the cell.*

Thus lodged and guarded, he remained until he was brought forward at the public trial of Georges Cadoudal, the Marquis de Riviere, Moreau, and others, termed conspirators by Buonaparté, and with them he was confronted.† Georges, De Riviere, and some others, denied positively any knowledge of him, and Captain Wright, though suffering extremely from a wound in the thigh, nobly persisted, in answer to all the insidious questions of the Grand Judge and others, that he was accountable to none but his own government for his public conduct, would answer no questions, and insisted on the treatment due to a prisoner of war of his rank.

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* It is rather a singular circumstance that he should have been confined a second time in the Temple, and in the same room both times. He recollected having hidden during his first confinement, some years before, files, spring-saws, and other instruments for cutting iron bars. He actually found them in the very spot he had formerly deposited them, under a brick in the floor.

A French paper, the *Moniteur* of that day, notices the circumstance in substance as follows :-

TRIAL OF THE CONSPIRATORS, JUNE 2.

" Captain Wright, who landed most of the conspirators, was this day examined. He stated, that being a prisoner of war, he could not depose to any thing, and that being an Englishman, and faithful subject, he would not answer any question. Georges and Joyau pretended that they did not know Captain Wright. He was recognized by the jailer of the Temple, who saw him there when he was a prisoner in the year six, with Sir Sidney Smith. He was also recognized by other witnesses, and by one Tromelin, now under arrest, who had been taken with Sir Sidney Smith, and was put with him in the Temple, where he passed for Sir Sidney's servant, by the name of John. Being sent out of France, he returned soon after in disguise, and contributed to Smith's escape. All these facts he confessed.

" At the request of the Imperial Attorney-General, the interrogatory which Captain Wright underwent in the Temple, was read to him, as well as the declaration of Tromelin. Wright persisted in his refusal to answer."

In spite of the awful police of this tribunal, a thunder of applause burst from the crowd of spectators in the galleries, and being faint with his exertions, and the pain of his wound, he was allowed to withdraw, which he did, bowing to the spectators, who again applauded him. His nephew, then not 14 years of age, was also questioned, and answered with a coolness and firmness that again excited the applause of the spectators, whom the all-powerful police could not awe into silence.

The firmness of Captain Wright seems to have procured him better treatment from his enemies, or the semblance of it, preparatory to their final purpose:* he was now allowed a room to

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* The following remarks on the conduct of the French government toward Captain Wright, was made by Mr. Windham, in the House of Commons:—

" Mr. Windham denied that the state of our military defense was improved; he would bring forward a motion on that subject on Monday se'nnight. 'I cannot help calling the attention of the House to another instance of the violation of the law of nations, fully as atrocious as any to which the Speech alludes; I mean the case of an English officer, Captain Wright, who was taken by the enemy, after gallantly defending his ship against a very superior force; although he was an officer taken in the honourable service of his country, yet the French government had not only thought proper to order him to close confinement as a prisoner in the Temple, but had affected to treat him as a criminal, and to have interrogatories put to him about the orders he had received from his government. This violation of the law of nations, it did not appear that our ministers had taken any step to prevent; the many weeks and months that had passed over since the imprisonment of that officer, had witnessed no measure taken to redress his wrongs; and yet the measures to be adopted are obvious. We have many French officers taken under similar circumstances, and the law of reprisals alone can secure the proper treatment of those of our officers who may have the misfortune to be prisoners in France.'"

We extract the following from private letters about this time transmitted from France:—

" Even Buonaparté's police agents are forced to admire the loyalty and firmness of Captain Wright, who has resisted alike their bribes and threats.

" It is said at Paris, that the Grand Judge, after in vain offering him a large himself in the Temple, with the company of his nephew, and the system of rigour was to be next adopted against the officers of the Vincejo, for the like purpose of extorting the important *revelations* which the honorable General Julien had represented as attainable, if *properly* questioned.

These gentlemen were all conveyed to Paris, and subjected to various interrogatories; first in the prison of the Abbaye, and afterwards in the Tower of the Temple, where they were confined in separate cells, without any communication with each other, or with any of the other prisoners of the Temple. This solitary imprisonment was continued 26 days, with bread and water for their sole nourishment, and without being allowed to quit their cell an instant. During this period, they were repeatedly interrogated in the night time by agents of police, accompanied by gend'armes, relative to the supposed mission of Captain Wright. At length they were permitted to lodge together in one large room, and they had now, by stealth, some intercourse with their captain; but the interest he took in contemplating and advising the future conduct of the young gentlemen* of his ship, whom he called his *Admirals in embryo*, seemed to render him totally unmindful of his own critical situation.

About the middle of July, all his officers were ordered from the Temple. By connivance of the keeper, they had an interview with the Captain, who seemed cheerful, though evidently impressed with a strong presentiment of the melancholy fate that awaited him. On taking leave of the surgeon, Mr. Laumont, he

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sum of money, with a commission of Admiral in the French service, if he would betray the British government, threatened that he should be shot in 24 hours, as an accomplice with Georges, Pichegru, &c. but that his answer was, 'If such a violation of the laws of war and of nations take place, I shall recommend my soul to my Creator, and the vengeance of my death to my King and Country; but I hope that you will remember the many thousands of your own countrymen prisoners in England.' Many persons in France think, however, that he will not easily escape destruction, either from Buonaparté's military assistant, or his secret poisoners."

* The young gentlemen were, Mr. Mansel, son of the Bishop of Bristol, and since dead; Mr. George Sidney Smythe, nephew of Admiral Sir S. Smythe, and now lieutenant of the Undaunted; and Captain W.'s nephew, now Captain J. B. T. Wright, all nearly about the same age; *viz.* 14 years.

said impressively, "I hope we may meet again under more favorable circumstances; but at all events, whatever may happen to me in my present position, I will behave, believe me, whatever reports may be sent abroad, like a christian and a British officer." The following letter from him soon after reached the first lieutenant at Verdun, and is strongly characteristic of his excellent and affectionate heart:—

Copy of a Letter from Captain WRIGHT, *to Mr.* JAMES WALLIS, *his First Lieutenant, from the Temple at Paris.*

DEAR WALLIS,

In order to obtrude but little on the translator in office, and to favour an early delivery of my letter, I send you this time merely a short one, in acknowledgment of your kind perseverance, which procured me the pleasure of receiving your's of the 29th a few days ago.

Accept my thanks for your congratulation on my promotion, which is, however, become indifferent to me, farther than to demonstrate the liberality and justice of government, of which I never entertained a doubt. I beg you to bear in mind, that I have every proper feeling on the occasion, and the handsome manner in which it has been conferred has not escaped my observation, or failed to have due weight. Although it has been in my contemplation to resign my commission, through an official channel here, in order to relieve government from the embarrassment my extraordinary situation must have placed it under, and to prevent a practice which I forbear to characterize, bearing upon other victims on either side; but I felt, on further reflection, that although I was willing to forego its protection, yet no act of mine, thus situated, could absolve my government from the performance of its duty to a British subject.

I rejoice to hear that you are within the immediate jurisdiction of a liberal-minded man; for I was under some anxiety as to the *régime* you might be subject to. I think I had already prepared you to expect benevolence from individuals, when they might be at liberty to exercise that benign principle: give it the fullest credit, make much of it, as one fair means of giving it farther extention, and make use of the custom under your eye to obliterate from the young mind of my poor boys unfavourable impressions, to which they may already have yielded.

I rejoice also to hear at length that you are near those dear boys, in whose progress my whole solicitude at present centers: give them my best wishes, and recall to their memory what has been so often pressed on them; I must have no idleness, no indecorous boyish tricks, no habits of riot or inebriety, no deviation from truth, no adoption of prejudice, no tendency to exaggeration, no indiscriminate censure or proscription on *masse*; but a liberal, gentlemanly conduct, and a steady persevering assiduity, which will alone surmount the difficulties that are before them. Remind them often of their destination; of the precious leisure they have but momentarily on their hands: let the main spring of all their outward actions be the character of our dear country, and repeat how much I expect from them. If Mr. Trewin's son be amongst them, let him partake of all the advantages I purpose securing to my own three boys, but with such delicacy as will neither hurt his own nor his parent's feelings; in the mean time, apply to my authority when the pecuniary means are attainable, which in the course of our correspondence, should it continue, I shall specially appropriate.

I am not unaware, my dear Wallis, that I am thus imposing a difficult task, and laying a heavy burthen on you; but I am sure you undertake the one cheerfully, and will bear the other with patience. Give my best wishes to all my officers individually, and tell the Doctor I take it for granted he makes good use of his time. I recommend him to walk the public hospitals, if there are any in the neighbourhood, and to follow up his chemistry with ardour. I shall be glad to hear from any of my officers, when they are in a scribbling mood. If it be possible, let my servant Henry attend on the boys, and tell him I have begged you to take care of him. Is poor Mr. Brown recovered? the last time I heard of him was before your departure, and that was unfavourable. Pray give me an account nominally of all my people; poor old Sampson, you know, is no more. Is that poor creature, whose wishes death seemed unwilling to accomplish, still living?

I have a little amiable cat, that has just taken the caprice of laying her whole length on my paper, and purs to me as nearly as I can guess, "mercy on the translator;" so all that I can say is, that I have taken the liberty to make you a sort of foster-father to my little admirals in embryo; you must assume a gravity suitable to the weighty occasion: you perceive that I am not without amiable society; and I must tell you, for the comfort of my other little amiable creatures, who may weep for my misfortunes, that I can bear them, however great or multiplied; but that I am less ill off than people at a distance, whose apprehensions magnify evil, are aware of; for I have within a few months had the faculty of procuring books, and subscribing to the Moniteur, whose foibles and prejudices, I assure you, I am in no danger of adopting.—Now fare you well, and believe me, most faithfully and unfeignedly, your friend,

J. W. Wright.

P.S. Tell me particularly all the boys have done; tell them I continually think of their progress; let no partiality, except that inspired by excellence or superior merit, be shewn to one above another; for a favorite has no friend.

It seems strange that our government had hitherto made no attempt to save our much-lamented countryman, by threatening retaliation on the prisoners of rank in their power. At last however the British ministers, through the medium of the Spanish ambassador, remonstrated against the severity of Captain Wright's treatment, as authorised by the French government,* and was answered by the French minister, Talleyrand, with promises, couched in the most insulting terms, no doubt dictated by Buonaparté himself, styling Captain Wright a person of the most frightful character (*un homme affreux*) whom they could not deign to treat as a prisoner of war, being sure that no French officer would consent to be exchanged against him, and proposing to send him to some neutral port, there to be placed at the disposal of the British government. But there is reason to believe, that at the time these fallacious promises and propositions were made, Captain Wright had ceased to exist. A paragraph shortly after appeared in a minor paper, the *Gazette de France*, stating, "Captain Wright, of the English navy, a prisoner in the Temple, who had debarked on the French coast Georges and his accomplices, has put an end to his existence in his prison, after having read in the *Moniteur* an account of the destruction of the Austrian army."

The absurdity of this statement was alone sufficient to divest it of all credit. There existed strong ground to presume that he was put to death by the orders of Buonaparté; that he was brought to a mock trial, and condemned to be shot; and that this sentence was executed in private. An officer of the Imperial Guard asserted, in the hearing of Mr. Lawmont, that he was present at this odious transaction. Before this information, it was believed that he was, like Pichegru, strangled in his cell. One thing certain is, that in the Temple he was attended by the man who was universally believed by the other prisoners of the Temple to have been the assassin of Pichegru. This has been repeatedly stated by some who had been confined there at the time this unfortunate general was also said to have committed suicide. To the above we subjoin the following accounts, which, if not of admitted authority, all tend to establish at least the fact of his murder :—

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* *Vide* Lord Harrowby's correspondence with the French government, 𝔅. 𝔆. vol. xxi, p. 478, *et seq.*

From the last time that this officer (Captain Wright) had appeared before the criminal tribunal which condemned Georges and Moreau, his fate was determined on by our government, his firmness offended, and his patriotism displeased ; and as he seemed to possess the confidence of his own government, it was judged that he was in its secrets ; it was therefore resolved, that if he refused to become a traitor, he should perish a victim.

Desmarets, Fouché's private secretary, who is also the secretary of the secret *haute* police, therefore ordered him to another private interrogatory. Here he was offered a considerable sum of money, and the rank of an admiral in our service, if he would divulge what he knew of the plans of his government, of its connections with the discontented of this country, and of its means of keeping up a correspondence with them. He replied as might have been expected, with indignation at such offers, and to such proposals ; but as they were frequently renewed, with new allurements, he concluded with remaining silent, giving no answers at all. He was then told that the torture would soon restore him his voice ; and some select gen-d'armes seized him, and laid him on the rack, where he uttered no complaints, not even a sigh, though instruments the most diabolical were employed, and pains the most acute must have been endured.

When threatened that he should expire in torments, he said, " I do not fear to die, because my country will avenge my murder, while my God receives my soul." During the two first days that he was stretched on the rack, his left arm and right leg were broken, and his nails torn from the toes of both his feet ; he then passed into the hands of a surgeon, and was under his care for five weeks ; but before he was perfectly cured, he was carried to another private interrogatory, at which, besides Desmarets, Fouché and Réal were present.

The minister of police now informed him, that from the mutilated state of his body, and what he had gone through, he must be convinced that it was not the intention of the French government ever to restore him to his native country, where he might relate occurrences which the policy of the French required to be buried in oblivion; he therefore had no choice between serving the Emperor of the French, or perishing within the walls of the prison where he was confined. He replied, that he was resigned to his destiny, and would die as he had lived, faithful to his King and his Country.

The man in possession of his mental qualities and corporeal strength, is in most cases very different from that unfortunate being, whose mind is enervated by sufferings, and whose body is weakened by wants. For five months, Captain Wright had seen only gaolers, spies, tyrants, executioners, fetters, racks, and other tortures; and for five weeks his food had been bread, and his drink water. The man who, thus situated, and thus perplexed, preserves his native dignity and innate sentiments, is more worthy of monuments, statues, or altars, than either the legislator, the victor, or the saint.

This interrogatory was the last undergone by Captain Wright; he was then again stretched on the rack, and what is called by our regenerators the infernal torments, were inflicted on him. After being pinched with red hot irons all over his body, brandy, mixed with gunpowder, was infused in his numerous wounds, and set fire to several times, until nearly burned to the bone. In the convulsions, the consequence of these terrible sufferings, he is said to have bitten off part of his tongue, though, as before, no groan was heard.

As life still remained, he was again put under the care of his former surgeon; but as he was exceedingly exhausted, a spy, in the dress of a protestant clergyman, presented himself, as if to read prayers to him. Of his offer he accepted; but when this man began to put some insidious questions, he cast on him a look of contempt, and never spoke to him more.

At last, seeing no means to obtain any information from him, a Mammalukstrangled him in his bed.

Thus expired a Hero, whose fate has excited more compassion, and whose character has received more admiration here, than any of our great men who have fallen fighting for our Emperor.

Captain Wright has diffused new rays of renown and glory on the British name, from his tomb, as well as from his dungeon.

You have certainly a right to call me to an account for all the particulars I have related of this scandalous and abominable transaction; and though I cannot absolutely guarantee the truth of the narration, I am perfectly satisfied of it myself, and I hope to explain myself to your satisfaction.

Your unfortunate countryman was attended by, and under the care of, a surgeon, of the name of Vangoord, who gained his confidence, and was worthy of it, though employed in that infamous gaol.

Either from disgust of life, or from attachment to Captain Wright, he survived him only twelve hours, during which he wrote the shocking details I have given you, and sent them to three of the members of the foreign diplomatic corps, with a prayer to have them forwarded to Sir Sidney Smith, or to Mr. Windham, that those his friends might be informed, that to his last moment Captain Wright was worthy of their protection and kindness.

From one of these ministers I have obtained the original, in Vangoord's own hand-writing.

I know that Buonaparté and Talleyrand promised the release of Captain Wright to the Spanish ambassador, but at that time he had already suffered once on the rack; and this liberality on their part was merely a trick to impose upon the credulity of the Spaniard, or to get rid of his importunities; had it been otherwise, Captain Wright, like Sir George Rumbold, would himself have been the first to announce in your country the recovery of his liberty.—(*Secret History of the Court and Cabinet of St. Cloud.*)

Mr. Lewis Goldsmith, well known as editor of the *Argus*, in Paris, during the reign of Buonaparte, says, in a letter to a morning paper, "I am now willing to make oath, that Real, councillor of state and director of the police for the departments, and Desmatres, chief of the secret police at the time Captain Wright was murdered, told me that the unfortunate man had certainly been despatched *à la* Pichegru—that is, tortured and murdered—Fouché was minister of the police at that time." When Buonaparte joined the army in 1814, he caused the registers of the police to be all destroyed—and this, no doubt, for the better concealment of his crimes.

Liege, Oct. 1, 1815.

The Gazette of this town contains the following letter:

"I have read in the general gazette of the Netherlands, an article from the Ghent journal concerning the unfortunate Captain Wright, the author of which is greatly deceived as to the facts. I was a prisoner in the Temple when this political murder was committed, and the following are the correct circumstances.

"On the evening preceding the day before that on which the Captain was murdered, Savary, Napoleon's first aid-de-camp, and surnamed his right hand, came with some gend'armes to make a rigorous inspection of that terrible prison, of which he had the special superintendence even independent of the minister—'Retire to your apartment,' was the order given to the prisoners on Savary's arrival. Captain Wright's room was searched as well as the rest. The object of the examination was, to discover some pretended correspondence with England, which however was not found.

"Next day there was a new search, by three agents of the police, escorted by two gend'armes, but merely in Captain Wright's room. This proceeding had doubtless very much irritated that brave officer, for we heard him uttering imprecations against Buonaparte and the savage tyranny of his police. Towards midnight the ruffians cut his throat with a razor. They were believed to be the same persons who strangled Pichegru.

D'Henoul,

Advocate.

"P. S. I shall one day give more particular details respecting these state murders."

Liege, Oct. 5.

Captain Wright was closely imprisoned in one of those dungeons, which in the language of tyranny is called *à secret*, and which includes the idea of every thing most terrible to the imagination. He saw no human being, but one individual, a turnkey, who visited him thrice a day. His *Secret* was situated in a small detached square, within which was also confined an old Jesuit, about 80 years of age, a man of quality and learning, who he honoured with his esteem and confidence. The Captain, as has already been stated, had his throat cut with a razor between twelve and half-past twelve at night.* About seven in the morning the turnkey of this unfortunate officer awoke all the Temple with his cries, repeating over and over,—*The English Captain has killed himself!* The gaoler came to the spot and allowed the prisoners to go into the apartment of the deceased. I entered in my turn as did also 128 of my companions in misfortune. The Captain was extended on his bed covered with blood, and the fatal razor was lying on the floor. A *Moniteur* of the preceding day was lying as it were very appropriately on the night table. It contained the details of a signal victory gained by the French. "You see (said the turnkeys, who were doubtless well taught by Savary) our victory has driven the English Captain to despair." Nobody said a word, and no one, not even the turnkeys themselves, believed the story. On this point the public will particularly remember that the reading of the newspapers was strictly forbidden to Captain Wright, and that he had no razor, as the barber of the Temple shaved him twice a week, accompanied and superintended by one of the gaolers. These facts were notorious in the prison.

Full of horror at the shocking spectacle I had seen, I went into the Jesuit's apartment which was on the opposite side, at some paces distant from the English Captain's. "What crimes are committed in this prison," said he, raising his hands and eyes towards Heaven. "Yes father," I replied, "they are enormous and exceed all measure. Being so near the spot you have probably heard all that passed. For my part I have heard a good part of it, or rather I have seen the precursors of the catastrophe." "Who were they?" "I shall tell you—Being awake about midnight (for there is little sound sleep in state prisons), I very distinctly heard the door of the wicket open, and then shut.† I also heard some men walking in the court, as well as the opening and shutting of the door which leads to the tower. I confess I was seized with alarm, for it was usually about this hour that the gaolers came to *extraire* (that was their term when they removed a prisoner) some unfortunate being, in order to carry him before a secret military commission, and thence to a fusilade. My fear was not unreasonable, for many had in this manner perished during the night; it ceased, however, when I found that the men I had heard were not coming my way. Curiosity now influenced me, and I put my head out at the grated window of my apartment. The assassins returned slowly at about half-past twelve, but the night was very dark and it was impossible for me to count them. The wicket was opened and shut again."

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* This will be proved by the circumstance I shall state.

† My apartment, which fronted the first wicket, was about 25 feet distant from it, and its elevation was about 80 feet.

The Jesuit, in his turn, said to me, that about the same hour he heard the gate of his square opened. Three or four men came groping on their hands and feet (as he thought), and opened and shut the door of the Captain's chamber. Some minutes after he heard it open and shut again, and finally heard the gate of the square shut.*

" As for the mutilation of this brave officer, which the *Ghent Journal* stated, and which the *General Gazette of the Netherlands* has repeated on that authority, it is entirely a fiction, which every judicious historian will reject. I, as well as the prisoners in the Temple, saw the dead body naked; and there was no mutilation, except in the neck, where there was a very deep cut, about four inches in extent. A report of the pretended suicide was drawn up, and sent to London, with a *Moniteur*, as false as the manuscript document.

I shall soon send you information relative to General Pichegru.

D'Henoul,

Advocate.

We are further informed, that the Admiralty are now in possession of a document, a copy of which was sent to the NAVAL CHRONICLE by a friend, absent from England at the time, which has not yet reached us. It is a narrative of the Chevalier Major Müller, in the Austrian service, who was in the Temple, and communicated with Captain Wright for some months, and to the very day before his death.

Having thus recorded the public services of Captain Wright, we feel it impossible to contemplate the termination of them but as a martyrdom to his public duty; for on a fair review they will be found to have terminated only in his death—over which indeed hangs a veil of mystery, but far too flimsy in its texture to conceal the cold-blooded malice of a Tyrant, imposing death on a man, whose only crime was, that as a captive he would not betray the interests of his country, which, when free, it had been the business of his life to serve.

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* Whatever precautions may be taken, the drawing of double bars, and the turning of keys in double and treble locks, seldom fail to awaken the soundest sleepers.

Captain Wright had three brothers and four sisters, the youngest (Miss Caroline Wright) is the only survivor.

It has been related at the outset of this biographical memoir, that Captain Wright's father was a military officer. This gentleman, who has survived his son, has lately, we understand, been reduced to half-pay, by the disbandment of the veteran batallion to which he was attached as pay-master. And the bounty of the British government has allotted to the parent of the unhappy victim, whose fate we have been considering, as the consolation for that calamity, as a remuneration for fifty years servitude in subaltern rank, and to support the declining age of an officer more than three score and ten years old, a pension of *one hundred pounds per annum!*

HERALDRY.

Azure, three martlets, two and one, within a double tressure, flowered and counterflowered, *argent*.

Crest.—An Esquire's Helmet.

Motto.—*Veritas*.

It is a coincidence somewhat remarkable, that, before these heraldic particulars were transmitted to the N. C. and consequently while we were in ignorance of Captain Wright's family motto we had already selected the one at the head of this memoir in ancient British, which signifies "*Truth against all the world.*"

NAUTICAL ANECDOTES AND SELECTIONS.

INFECTIOUS DISEASES.

Rules for avoiding Infection in Infectious Diseases, and for destroying it.

AVOID as much as possible going into the chamber, or near the sick; but, if obliged to do so, avoid sitting down on the patient's bed, or standing so near it as to smell or inhale the vapour arising from his body: when near him, keep a sponge or handkerchief, moistened in camphorated spirit, or vinegar, to the nose and mouth. Wash the body every morning with a sponge and cold water—or, if convenient, use the cold bath—admit plenty of fresh air to the rooms you sit or sleep in, and have them kept perfectly clean; and, if possible, have them fumigated once a day, as follows:—

Take two large yellow gallipots, or common tea-cups, or tumbler glasses, to be placed at from ten to fifteen or twenty feet distant from each other: put two large tea-spoonsful of sulphuric acid (commonly called strong oil of vitriol) into each, warm them over a lamp, or place them in heated sand, and then add by degrees a large table-spoonful of saltpetre, finely powdered; let the chimney be first closed, and the windows shut in the room, and when the fume begins to rise copiously, the person who had been employed stirring the mixtures should retire, and shut the door. One cup will be sufficient for a room not very large.

The same kind of fumigation in the chamber of the sick once a day, would not only contribute greatly to their recovery, but prevent the infection from spreading. In this case, however, the door should not be shut. When nitre or saltpetre is not at hand, put a pound of common salt into an earthen vessel, and pour over it, from time to time, a small quantity of strong oil of vitriol, till the whole salt is moistened; when both are convenient, it may be proper to use the nitre and common salt, on the appearance of any infectious disorder in a barrack or ship, or any other place where many persons are crowded together: if the fumigations cannot be employed every day, use them at least three days in the week.

Dr. Rollo recommends, where a number of persons are collected together, in addition to free ventilation and cleanliness, the following, as being an easy, safe, and very effective method, and which is pursued at the royal artillery hospital:—

Take of powdered manganese, two parts; common salt, four parts; sulphuric acid, three parts; water, one part: fill a gallipot with three ounces of the mixture of manganese and salt, to which add half an ounce of water, then gradually pour on the whole, a part of sulphuric acid, the remainder occasionally; place a pot or two in the inside of the wards, and on the outside of the doors of the same wards in the gallery—

the quantity mentioned in each pot will do for the day: the vapour penetrates every where, and destroys every other smell; even the contagion of the small-pox has been noticed to be destroyed by this vapour, which should be used twice or thrice a week: it has been recommended to use the remedy in marshy situations, to prevent disorders; the gallipots should be placed in the inside of windows and doors next to the marshes.

To prevent Infection from the Plague.

Avoid going near or touching any infected person, or any clothes that have been about them; avoid also whatever weakens the body, as intemperance or sensuality, or great fatigue, or any considerable evacuations. It is a well known fact, that the pestilential poison of the plague, unlike other epidemics, is confined to the vicinity of the infected body, and is communicated chiefly by contact, and not by the air, even at a short distance from the patient. Rubbing the surface of the body with olive oil has been recommended by Mr. Baldwin, as a preventive. He says, that among upwards of a million of inhabitants carried off by the plague in four years in Upper and Lower Egypt, he could not learn that a single oilman or dealer in oil was infected.

The plague may infect the same person at different periods repeatedly, so that having had it once is no security.

Manganese may be easily procured at Woolwich or London, and at Mendip, and many parts of England. Every officer going to a warm climate should furnish himself with a few pounds of it. Using pure water, at sea, or in any situation, and observing the strictest attention to cleanliness, is highly necessary. Smoking tobacco may be of some use. Nothing has been found so effectual for preserving water sweet at sea, as well charing the inside of the water casks before they are filled. Care ought, at the same time, to be taken, that the casks should never be filled with sea-water, as sometimes happens, to save the trouble of shifting the ballast, because this tends to hasten the corruption of the fresh water afterwards put into them. When water becomes impure or offensive at sea, it probably may be sweetened by putting some fresh charcoal into each cask, before it is tapped.

Rules to be observed by Europeans in warm Climates, for the prevention of the Yellow Fever, and other Diseases.

After bleeding, moderately, if the patient is of a full habit, the bowels are to be opened by an ounce of Epsom salt, dissolved in three noggins* of water, to be taken at twice or thrice, allowing 20 minutes interval. If the patient be not of a plethoric or full habit, the bleeding may be omitted, and the above salt, or any other cooling physic, taken only. He may afterwards begin a slight course of mercury, taking from two to three grains of calomel, every other night, until the gums become a little affected. Should the calomel prove purgative, seven, eight, or ten drops of laudanum should afterwards be taken with each dose. When the mouth shews the mercurial action, a dose of cooling physic should be taken the second or third day after quitting the calomel, which should be laid aside when it begins to affect the mouth.

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* Gills.

If this can be done while at sea, before the voyage is completed, so much the better; if not, he should lose no time after landing. He should (whether he is using the medicine recommended or not) carefully guard against any exposure to the sun in the middle of the day, and to the cool air of the night, until he becomes habituated to the climate. The effect of temperance, in preventing the diseases of warm climates, are strikingly demonstrated by Dr. Chisholm and others.

Dr. Clark says, that new settlers, who could be prevailed upon to undergo a gentle course of mercury, taking a few laxative medicines afterwards, confining themselves to a very moderate use of wine, and living chiefly on vegetables and fruits for the first two or three months, may rely almost to a certainty on escaping the fever, provided they observe the rules before-mentioned, to avoid infection from any contagious fever that may be prevailing in the place; but even if one who has used the calomel, and lived as directed, should be infected, the virulence of the fever would be greatly diminished. By attending to the before-mentioned rules, and by paying a strict attention to the following precautions, a European may be enabled to escape the yellow fever, and to enjoy a long and uninterrupted state of good health in warm climates, unassailed by any other disease whatsoever.

If possible, a European, in changing his own climate for a warm one, should avoid arriving in his new situation during the rainy seasson; this generally commences in the month of August, and ends in October. If he has it in his power to choose the place of his residence, he ought to prefer that situation which is somewhat elevated, dry, open to the air and sun, and remote from woods, *stagnant waters*, or *marshy grounds*. If obliged by business to resort to such by day, he should retire early in the evening, before the dews begin to fall, to a situation more elevated, and that has the advantages described; but where unfavourable circumstances do not admit of this, the highest apartment in the house should be preferred to sleep in; if furnished with a fire-place, a small fire should be kept in it, and the windows that front the swampy ground, if the house is to the leeward of it, should be kept shut, admitting the air and light by others not fronting the swamp; tobacco may be smoked freely, and a small table-spoonful of compound tincture of bark taken, mixed in half a glass of water, every morning, on an empty stomach, while in any degree exposed to noxious vapours from swamps and marshes acted upon by a powerful sun, particularly after heavy rains.

The diet should consist of a greater proportion of vegetables than of animal food, avoiding that which has been salted long, or very highly seasoned; but salt may be eaten with fresh meat at pleasure, and a moderate quantity of ripe sub-acid fruits will be highly proper: exposure to a current of air or moisture, particularly when the body is heated, should be avoided; a costive habit, when it prevails, should be obviated by mild cooling laxatives; as three-fourths of an ounce of Epsom salt in a pint of water, at thrice twenty minutes interval, near a table-spoonful of castoroil, or half an ounce of cream of tartar, mixed in a wine-glass of infusion of senna, sweetened: any of these, or lenitive electuary, may be used from time to time, till a proper regularity of the bowels can be established, by habitual effort at a certain hour every day, suppose in the morning, after breakfast, whether an occasion be felt or not; this habit seldom fails to obviate costiveness in the end, and is highly conducive to health; it introduces, by degrees, a salutary natural regularity of the bowels. The custom of going early to bed, and rising betimes in the morning, is conducive to health every where, but more especially so in hot countries: if gentle exercise be added, either on foot or horseback, in the morning, it will prove highly salutary; and should cold bathing be first used, the body would thereby be much invigorated. When the convenience of a proper bath is not to be procured, water, properly cooled, by having been exposed a night to the air in pots, or in a tub, may be thrown over the body. Dancing is an amusement highly dangerous, and should be cautiously shunned by Europeans, especially those newly arrived. The dress should consist of coats made of woollen cloth, with waistcoats and breeches of dimity or nankeen; what is worn next the skin should be made of cotton in preference to linen; *viz.* calico shirts. New settlers should observe the greatest precaution in changing the clothes of every kind, as soon as possible after being wet, a neglect of which often proves the cause of some severe disease.

CHEAP DEFENSE OF NATIONS!

The expense for provisions, clothing, and superintendence of the French prisoners during the greater part of the war, was calculated in detail to amount to 1000*l. per diem,* exclusively of building materials.

GANGES FLOATING-LIGHT.

Calcutta, 15 May.—Arrived off this city a vessel, which is intended to be stationed as a floating-light off the Sand Heads; this will be of the greatest advantage to the navigation of the Hoogly. She was built at Bombay expressly for the purpose to which she has been appropriated. Her construction is very peculiar—head and stern alike; and is about 180 tons burthen. As she is intended to stand against the boisterous weather which often prevails at the Sand Heads, her frame is uncommonly strong, and does credit to the builder. The lanthorn which is to be fixed to her has been sent out from England; it is large, and well adapted for the service.

THE MINDEN.

The following is the correspondence which took place on the recommendation of the East India Company to the Lords Commissioners of the Admiralty, for the transmission to the master-builder at Bombay of a suitable piece of plate, as an honorary mark of their Lordships approbation of the diligence and skill which he manifested in superintending the construction of the Minden for his Majesty's Government:—

SIR, *Admiralty-Office, September 18, 1813.*

Lord Melville having laid before my Lords Commissioners of the Admiralty a letter from the Chairman and Deputy Chairman of the East India Company, dated the 23d March last, transmitting an extract of a public despatch from the Government of Bombay, respecting a recommendation in favour of the grant of a compensation to the master-builder at Bombay, for his trouble in superintending the construction of the Minden for his Majesty's Government; I have it in command to acquaint you, for the information of the Court of Directors, that their Lordships have directed the Commissioners of his Majesty's navy to have made and transmitted to the master-builder at Bombay, a suitable piece of plate, as an honorary mark of their Lordships' approbation of his diligence and skill on that occasion. I am, Sir, &c. &c.

W. Ramsay, Esq. J. W. Croker.

R. Morgan,

Acting Assist. Supt.

SIR, *Commissioner's-Office, Bombay, Nov. 21, 1814.*

The Lords Commissioners of the Admiralty having directed the Commissioners of his Majesty's navy to cause a piece of plate to be presented to you, as a mark of their approbation of your skill and diligence in the construction of his Majesty's ship Minden, I have great satisfaction in complying with their Lordships directions in presenting you with the vase, which has been prepared on this occasion, in testimony of the sense their Lordships entertain of your zeal and abilities in building that ship for his Majesty's service. I am, Sir, &c. &c.

To Jamsetjee Bomanjee Lowjee, Master-Builder
under the East India Company, at Bombay. J. Johnstone.

SIR,

I have been honored with your letter of date the 21st November last, acquainting me, "that the Lords Commissioners of the Admiralty have directed the Commissioners of his Majesty's navy to cause a piece of plate to be presented to me, as a mark of their approbation of my skill and diligence in the construction of his Majesty's ship Minden; and stating further your great satisfaction in complying with their Lordships' directions in presenting me with the vase which has been prepared on this occasion, in testimony of the sense their Lordships entertain of my zeal and abilities in building that ship for his Majesty's service."

2d. Deeply impressed, as I cannot fail to be, with the strongest feelings of gratitude and respect towards the high authority from whence has emanated the distinction now conferred upon me through your hands, I am but ill able to express the pride and pleasure derived to myself and family on the present occasion. That the first ship of 74 guns ever built for his Britannic Majesty in this part of the world, should have been constructed by me, was in itself a matter of great gratification; but that my humble efforts in that work should have obtained not only the approbation of many respectable professional men in India, but also that of the high authority which presides over the whole British navy, cannot fail to make a lasting impression on my mind, and be carefully transmitted to my latest posterity.

3d. Since the construction of the Minden, of 74 guns, I have built, under the auspices of the respectable Government of this Presidency, the Cornwallis, of 74 guns, and nearly completed the Wellesley, of 74 guns; and it will add to the pleasure I now feel, under their Lordships high approbation, if these latter works are considered not inferior to the first.

4th. In requesting you to communicate these my sentiments to the Lords Commissioners of the Admiralty, I beg you to accept my sincere acknowledgment of the very handsome and gratifying terms in which you have carried their Lordships instructions on this subject into effect.

I have the honour to be, Sir, &c.

Bombay, Master-Builder's-Office, Oct. 19, 1814. *Lonjee.*

To J. Johnstone, Esq. Resident Commissioner of his Majesty's Navy.

HYDRO-PNEUMATIC EXPERIMENT.

An empty bottle being tightly corked, and the top of the cork covered with sealing-wax to distinguish the ends, upon being fixed to a deep sea-line, and sunk, the bottom downwards, to the depth of 100 fathoms, was repeatedly found, on being drawn up, filled with water, and the cork inverted, and firmly fixed in the neck of the bottle. The experiments were made at the depth of 100 fathoms; and, therefore, it was not ascertained whether the same effects would have been produced at a less depth.—(*Belfast News Letter.*)

LAST REPORT FROM NEW SOUTH WALES.

The ship General Brown is arrived in the river from New South Wales, having on her way touched at Trincomalee, where she landed a detachment of the 73d regt. By this opportunity, Sydney Gazettes from the middle week of July to the third of December have been received. The settlement was exceedingly healthy, and, notwithstanding a long prevalence of drought menacing a failure of crops, continued to enjoy plenty and prosperity, chiefly through the means of the Governor's judicious administration. The back settlements were, however, much infested with deserters, called in the colony Bush-rangers, who, sheltered by the difficult nature of the country, daily committed atrocious murders on the unwary traveller. Several of these desperadoes, had, however, been apprehended, and brought to condign punishment. The transport Surrey had arrived from England with convicts; and threatened the communication to the colony of an infectious fever, which had destroyed the master, mate, and 40 of her crew. She was ordered to undergo quarantine, and the pestilence was thus happily subdued.—This vessel was the bearer of despatches from Earl Bathurst, communicating his Majesty's charter for the establishment of a civil judicature on the island and its dependencies. These instructions were promulgated; and J. H. Bent, Esq. appointed judge of the Supreme Court, on 13th August. Orders were at the same time received for the abolition of the rules by which the families of persons in the employ of government received *rations* from the public stores, and became entitled to the service of one or more convicts. The justice of these orders was fully acknowledged; but it was found, that, except in some limited cases, they could not, without great hardships, be carried into effect, in consequence of the very inadequate salaries of individuals in the public service. Governor Macquarry had, therefore, suspended their operation till the result of a reference to the Prince Regent should be known. A very benevolent institution had been raised by government for promoting the civilization of the Aborigines. Schools for the instruction of children were appointed at the public expense; and land was offered to all adults desirous of settling.

BUONAPARTEAN VIEWS.

A German writer observes, that Buonaparté was so ambitious, that he wished to have the *Black Sea* for a wash-hand bason, the *Mediterranean* for a watering-place, the *Baltic* for a fish-pond, the *Atlantic* for a pleasure-yacht, the *Pacific* for a mirror, when he was in a passion; consequently, it must have been very foreign to his expectations, that all would end in a *rat-trap*, in the island of St. Helena.

Some people think, that when Napoleon has got his fishing-rods, he may become the greatest *Angler* living. Swift, who had a mortal antipathy to this sport, being once asked by a child what angling was, replied—"*A long string tied to a long pole, with a fly at one end, and a fool at the other.*"

NAVAL MANIACS.

The evidence of Dr. Harness before the Committee on Mad-houses, has given rise to considerable observation. In speaking of the *treatment* of the naval maniacs at Mr. Miles's house, at Hoxton, he said, that a Report made by Dr. Weir was not sent to the Admiralty Board for six months after it was made. The following is the question and answer:—

"Q. Why was not Dr. Weir's Report transmitted to the Admiralty till six months after it had been delivered to the Transport Board?

"A. My colleagues were absent from town, and it was necessary to have a certain number to form a Board; and it was thought necessary not to take that matter into consideration until there was a full Board?"

Is it possible that for six months together there was not an attendance of *three* members, which number constitutes a Board? The remarks of Dr. Weir in te Report regarded the *comfort* and proper treatment of the sufferers, and it was of consequence in point of humanity that no time should be lost in submitting the suggestions for their relief to the proper Board. How could such a mere act of duty require the consideration of a *full* Board? or if a full Board was thought necessary, how comes it that all the members were not summoned to attend? Every member of the Board is implicated in this answer of the President, and they ought all to explain the matter to the public.

NAVAL IMPOSTOR.

[*From the Hull Packet.*]

A SINGULAR circumstance has occurred at Scarborough, in the family of Thomas Simpson, a porter, who resides in Tanner-street. In the former part of July last, a person came, representing himself as the son, who had been thirteen years on board a man of war; and was acknowledged as such by the family, who supplied him with clothes, and every thing he was in want of. In the course of a few weeks he set off for Hull to seek employ, when he was provided with money and more apparel; but ere many days had passed, he returned to Scarborough, nearly naked, hvaing spent all his money. They again received him into their house, and clothed him. In a short time he set off a second time for Hull, having, as he stated, heard of a berth; but, to their sorrow, soon returned as destitute as before. The old people were quite distressed at the conduct of their son; and as it was not in their power to do more for him, a brother was applied to, a poor lad, just out of his apprenticeship, who gave him all the little he possessed. He remained at home for a short time. When the family were at breakfast one morning, a person knocked at the door, who, on entering, immediately embraced the old man and woman, as father and mother. Their surprise was, of course, great; and it was not without difficulty that he at length convinced them of the fact. The pretender, when he found how matters stood, took up his hat and made off, but a constable being at hand, he was apprehended and put in prison, and is to take his trial at the Quarter-Sessions. He now states, that he is an American; and what is more surprising, the real son has no knowledge of him whatever. Thus have this poor distressed family been supporting an impostor for upwards of fifteen weeks.

ERUPTION OF MOUNT TOMBORO.

Extract of a Letter, dated the 29th May, 1815, at Batavia, from a Merchant of that Place.

WE have had one of the most tremendous eruptions of the Mountain Tomboro, that ever perhaps took place in any part of the world; this mountain is situated on the island of Sumbawa, and is distant from Batavia not less than 350 miles. We heard the explosions here distinctly, and had some of the ashes. It was totally dark at Macassar long after the sun was up; and at noon, at Sourabaya, the sun succeeded in enlightening the good folks so far as to allow them to see some yards around; the ashes lay at Macassar, which is 250 miles from Sambawa, 1½ inches deep. Captain Feen, of the Dispatch, and Captain Eatwell, of the Benares, who have visited the island since the eruptions, both declare, that the anchorage is much changed, and that they found the sea, for many miles round the island, so completely covered with trunks of trees, pumice stone, &c. as to impede materially the progress of the two ships. Captain Eatwell says, he was told, that a village was inundated, and had three fathoms of water over it. Great numbers of the miserable inhabitants have perished, and others die daily. The crops of paddy (rice) have been utterly destroyed over a great part of the island; so that the situation of the unfortunate survivors will be really pitiable.

BUONAPARTE'S ARRIVAL AT ST. HELENA.

THE following are extracts of letters received from officers on board H.M.S. Northumberland:—

"*H.M.S. Northumberland, October* 20, 1815.

"We arrived here on the 15th, after rather a pleasant, though long, passage, of ten weeks: and General Buonaparté landed on the 16th, in the evening, when it was quite dark: he was muffled up in a large surtout coat. A guard went before him to disperse the mob. You must judge of the state of his mind and spirits by what he did, and what he did not do, during the passage. He never came out of his cabin, but in the evenings, after dinner: he then, almost without exception, went and leant against the breech of the foremost gun, on the weather side of the quarter-deck, whence he never moved. Generals Bertrand and Lascassas always came out with him, and with whom he ever continued in conversation: he appeared to take little notice of his other companions. His dress, upon these occasions, was, invariably, a green coat, white waistcoat, with two plain epaulets, light-colour small clothes, with silk stockings, and pumps, with gold buckles. At the usual ceremony of passing the Line, which we did on the 23d of September, General Buonaparté made a present to *Old Neptune* of one hundred Napoleons; the French generals and children gave him a double Napoleon each. The Countess Bertrand is one of the most pleasant and agreeable women I ever conversed with. She said, she wished we had missed the island; and I do not wonder at it; for if its boundless craggy rocks and lofty mountains strike the senses of a stranger, who can depart at his pleasure, with a cold heart-appalling effect, what must be the feelings of banished *Majesté!* Nature seems to have formed it for security to its inhabitants. Had General Buonaparté ever entertained a hope of escape, when he came in sight of this place, it must have been banished for ever; the whole world besides, I should suppose, does not present such another spot."

"*Northumberland, October* 18, 1815.

"Buonaparté was very much pleased with the attention shewn to him, whilst on board this ship, however he might have felt upon subjects connected with bringing him here. He publicly thanked Captain Ross, on the quarter-deck, for his kindness, and requested he would do the same for him to the officers. He appeared very solicitous not to give the least trouble whilst on board. Every thing is very scarce and dear here. The Redpole returns to England with the Admiral's despatches."

CORRESPONDENCE.

A Synopsis of Naval Actions between the Ships of His Britannic Majesty and of the United States, during the late War. [By a BRITISH NAVAL OFFICER on the American Station.]

[Continued from page 388.]

THE crews of the American privateers are generally obtained in the same way (with the exception of pressing) as those of our ships of war; and therefore, a stated number of such men from each nation, combatting together, would afford a much fairer specimen of the gallantry of their respective countries, than opposing the "choice and pick" of one side against the ordinary riff-raff of the other. Have not instances, then, daily occurred, of our little packets, with 30 or 40 men and boys, beating off the largest American privateers, with crews of a *hundred* men, and upwards?

One of the late numbers of the Naval Chronicle* contains copies of a correspondence between Sir Thomas Hardy, commodore of a British squadron off New-London, and the commander of the American squadron, in port, blockaded by them; which, without a little explanation, may give rise to very erroneous ideas about American gallantry.

From the vicinity of the two squadrons, and the constant intercourse with the shore, by means of licensed vessels, the American commodore was fully apprized, that the Endymion, besides her great inferiority in metal, was many men short of complement; and that that complement, when full, scarcely exceeded half the crew of the United States; which had been greatly increased since her action with the Macedonian. His assertion, of having reduced the number of his guns, was a manœuvre worthy of Americans. The fact is, the United States is very much hogged, which induced the commodore to take off 5 or 6 of her bow guns; and, no doubt, for that reason *only*, to substitute 8 long 32-pounders, for the same number of her mid-ship main-deck 24's, which were shifted into the Macedonian; thus making both ships heavier than they were before, instead of lighter, as is apparent by the commodore's very *candid* letter of challenge. His "incautious" consent, as expressed in his second letter, to allow the Endymion and Statira's crews to be made up from the Ramillies and Borer, was not mentioned in his first letter; therefore, must have been afterwards verbally given, when the commodore found he had gone too far to retreat.

How very anxious both Captain Hope and Captain Stackpoole were, that this meeting should take place, is notorious to all on the American station. Captain Decatur declined a meeting between the Statira and Macedonian, singly; evidently afraid of the same disappointment recurring, that ensued from that of the Shannon and Chesapeake.

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* Vol. xxxi. p. 447, *et seq.*

No sooner did the correspondence terminate, than the American papers teemed with paragraphs, reflecting upon the courage of the British commanders; and, of course, extolling to the skies that of Captains Decatur and Jones, and their officers and men. This it was that occasioned a British subject to get copies of the letters, and to publish them in a Boston paper. So unexpected an event astounded the blustering miscreants, and they were afterwards content with whispering, what they dared not again proclaim.

A very popular writer among the Americans,* gravely passes the following modest exordium upon the character of his country's seamen:—"In all the qualities essential to success on the ocean, the American seamen are not equal, but superior to the British seamen. It is no merit of theirs, Nature and circumstances have made them so. But so it is—they are *physically* superior—they are *morally* superior. The warm and variable climate of the United States, has, to a certain degree, melted the original English constitution of our ancestors, till, instead of the broad-shouldered and ruddy form of the people of Great Britain, the Americans are a thinner race of men, with less personal strength and stamina, but with more quickness, more alertness."

Is the above *hodge-podge* of character the best dish this political purveyor can serve up? I have neither room, nor leisure, now, to pass an opinion upon its merits; having only faithfully handed down the recipe, that others may profit by it.

Within these few months, the Americans have published a work, entitled, "The Naval History of the United States:"—The book is intended to exalt the naval character of the Americans, at the expense of that of our well-tried seamen. *They* have never beat *us*, but we were fully equal to them. *We* have never beat *them*, but they were greatly inferior to us!—The *British* NAVAL CHRONICLE is of a far different stamp; and will be read with interest all over Europe, when that book will be thrown aside with disgust; as its glaring falsehoods, and newfangled phraseology, shall outrage the feelings, or puzzle the understanding.

I cannot dismiss the book, however, without exposing one or two attempts to aggrandize the exploits of American public and private armed vessels. One of the numbers of the CHRONICLE records the loss of some men, and other damage done, many years ago, on board the Yarmouth, 64, in consequence of the sudden blowing up of the American ship Randolph, that, by accident, got within reach of her guns. A day or two after the event, two men were picked up on a piece of the wreck, and preserved by the Yarmouth's people. These fellows, on reaching home, mentioned the loss of men, &c. on board the 64; and perhaps added a few embellishments of their own. Be that as it may, the story was already in good hands: a splendid oil painting was prepared, to perpetuate the daring attack made by the gallant Captain Biddle, in his little 32-gun frigate, upon a British 64; the latter's spars are seen tumbling about the decks; her sails pierced with shot-holes; and she, evidently, has the worst of the action: and, doubtless, would have struck, but for the unfortunate blowing up of her antagonist! the description in print *out-americans* this; and, to be duly appreciated, must be read at length: I wish I could give it, but cannot. Again—that a privateer, of 8 or 10 guns, and 120 or 140 men, should capture a merchantman, of 10, 12, or 14 guns, and, at most, perhaps, 16 men, can create no surprise. But, " the American privateer schooner ———, of 8 guns, *only*, commanded by —— Thunderbolt, *Esquire*,* has actually captured a fine British ship, mounting *fourteen* carriage guns," (intended to be considered as fully manned, of course), is an event, calculated to impress the reader with ideas not very flattering to the character of British seamen; at the same time, to establish, beyond a doubt, the " unrivalled gallantry " of their too cunning opponents. Especially, when half a dozen captures of this kind appear to have been made in one cruise!

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* The editor of the Porte-folio, published at Philadelphia.

Notwithstanding all this hectoring on the part of the Americans, British tars are still ready, and even anxious, to meet them, upon any thing like equal terms. Such a meeting cannot well happen, as they go to sea in vessels, with which we have none of a similar *rate* able to contend. Thus, the capture of the Reindeer by the Peacock, will be proclaimed and rewarded,† as a victory over an equal force; and had the latter been taken by one of our 28-gun frigates, it would have been, " An American *sloop-of-war* has, after a very severe action, been taken by a British *frigate*."

On the 24th of August, a handful of British troops entered the city of Washington, and compelled the enemy to destroy, besides naval and ordnance stores to a considerable amount, the timber for a 74; a frigate, ready to launch, intended to carry 60 guns (besides top guns), named the Essex; and the sloop-of-war, Argus (2), of 22 guns, ready for sea.

On the 1st of the next month, the American ship Wasp, of 22 guns, and about 180 men, a second time, came across one of our gun-brigs, the Avon, of 16 32-lb. carronades, and 2 sixes, and 118 men. It was a night action; and had been fought nearly two hours, when the Castilian brig came up. The Wasp made " three sail " of the Castilian, and ran off, while the latter was taking out the Avon's surviving crew from the sinking vessel.

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* A requisite addition to the name of the captain of an American privateer.

† Where a committee appointed by government decree a captured vessel of war to have been of equal force to her opponent, the whole value of the prize goes to the captors. Captain Decatur, under this new prize-act, received the full value of the *Macedonian!*—Our late brig the Epervier, was bought in by the American government, the other day, for 55,000 dollars. The whole of this goes to the officers and crew of the Peacock; because it was a battle between ships of " *equal force!*"—What fellows these Yankees are!

Superiority on the American Side.

In weight of metal, as 9 to 7; number of men, as 3 to 2; size of vessel, as 17 to 12.

The Wasp left L'Orient five days previous to the action, thoroughly refitted; and, having refused men that offered to enter, had no doubt a larger crew than when she engaged the Reindeer. That action is a good comment upon this. The Reindeer, with only 24-lbers, killed and wounded 26 of the enemy; whereas, he acknowledges but "two men killed, and one slightly wounded," by the Avon; and that only three of her shot pierced his bulwarks. Much credit is due to the officers and crew of the Avon, for their perseverance in this unequal conflict; but the action cannot surely be ranked (as it was by some of our public journalists) "among the most brilliant achievements recorded in the naval annals of this eventful war." Miserable gunnery on our side, was evident enough; which may, perhaps, be partly attributable to a difference of opinion about the manner of loading a carronade, to produce the best effect; but above all, to not drilling the men at firing the guns: a practice the Americans never neglect, as we have *felt* too often.

Early in September, the Adams, Captain Morris, was burnt by her commander, at Hampden, Penobscot, to prevent her falling into our hands. Of her battery, mounted on shore, we got possession. The Adams was a very deceiving ship, being a frigate cut-down; and measured about 780 tons. She carried 24 18-lber long guns (or columbiads) and 2 long twelves; with a complement of 248 men; principally masters and mates of merchantmen. She was an incomparable sailer, and might have done a deal of mischief to our commerce, with impunity, had she avoided entering Penobscot.

The next was an action in which British valour shone with unrivalled lustre, but was prematurely exposed; yet, not till after an arduous and sanguinary struggle of some hours, against nearly a two-fold superiority, did the tars of Old England yield the day. It was fought on Lake Champlain, within the enemy's territory, the 11th September, 1814, a year and a day after that of Lake Erie. Captain Pring's official letter, as well as Sir James Yeo's introductory one, will be read with a lively interest by every friend of the navy. It is a pity the statement of the comparative force of the two fleets, referred to by the former, was not transmitted, as at present we have only the American accounts to resort to.

The Confiance, our largest vessel, was on the stocks *sixteen* days before the action; and, of course, quite in a rough and unfinished state. The locks for her guns had been sent from Halifax in a frigate, but did not arrive in time. The enemy, on the other hand, had been many weeks in preparation, and was in all respects fitted for battle. He was in his own waters; we three thousand miles from home. The relative consequence of that was, as may be supposed, very important. Captain Pring tells us, the Confiance went into action "with an unorganised crew, composed of several drafts of men, who had recently arrived from different ships at Quebec; many of whom only joined the day before, and were totally unknown, either to the officers, or to each other."—Here must have been confusion on going into action!—The enemy was moored in line, in his own harbour, "abreast of his encampment." We advanced with baffling winds; the gallant Captain Downie fell almost the first shot; the Finch struck on a rock about the middle of the action; the Chub drifted into the enemy's line; and the gun-boats "abandoned the object assigned them." Here was a chapter of disasters! The Confiance and Linnet had now the whole combat to themselves. Their crews fought like tigers! In vain they bled at every pore; the day was not a day of *miracles!*

Our vessels engaged were:—Ship Confiance, brig Linnet, and sloops Finch and Chub; the enemy's were, ship Saratoga, brig Eagle, schooner Ticonderoga, sloop Preble, and ten large gun-boats, five on each flank. The force of all these, gleaned from the American accounts, comprises as follows:—

	BRITISH.	lbs.
4	32-lb. carronades	128
6	24-lb. do.	144
16	12-lb. do.	192
27	24-lb. long guns*	648
16	12-lb. do.	192
4	6-lb. do.	24
73		1328
	Broadside	676

	AMERICAN.		lbs.
6	42-lb. carronades		252
29	32-lb. do.		928
7	18-lb. do.		126
8	24-lb. long guns		192
12	18-lb. do.		216
8	12-lb. do.		96
6	24-lb. do.	All on pivots	294
6	18-lb. do.		
2	12-lb. do.		
2	9-lb. do.		
86			2104
	Broadside		1224

With this vast disparity—nearly TWO to ONE—the vessels were all the while closely engaged; so that the enemy's heavy carronades, in which he exceeded us, in the astonishing proportion of NINE to ONE, must have produced a most awful effect. Even had our gun-boats been in the action, the disparity would have scarce been perceptibly lessened. What we *should* have done, had we possessed only a slight inferiority, and had had the use of gun-locks, is incontestibly proved, by the relative numbers of the killed and wounded. The enemy acknowledges to have lost 120; which, Captain Pring says, "amounted to something more" than our own. The Americans, with all their exaggeration, stated our loss at 194; which, with half the usual allowance in such cases, would reduce it to less than their's.

As to the comparative amount of the hostile crews, we have only analogy to govern us. Allowing our ships their full establishment, according to their classes; and that the enemy (as told us by himself, some days before the action) had "abundance of seamen;" we may safely conclude, they exceeded us in men, in the same proportion they did in weight of metal. *After* the action, they stated their number of men at 820. But, be it known, the Americans exclude their marines from the "stated complements" of their ships of war. There is a marine-barrack near Washington, whence men (chiefly sharp-shooters) are sent to the ships. The marine-officer of the Saratoga wrote his government a separate account of the exploits of his men, a thing unusual in our service.

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* Believed to be only CONGREVES.

In aggregate size of vessels, also, they nearly doubled us. The Saratoga is at least 200 tons more than the Confiance; and our brig and two sloops would scarcely equal in measurement their schooner Ticonderoga; to say nothing of their heavy brig, sloop, and 10 gun-boats.

After all this, a question naturally arises—how came the lamented Captain Downie to seek the action, especially with an enemy (otherwise doubly superior) moored to advantage in his own bay? We are officially told—he was "hurried into action, in consequence of the earnest solicitation of his Excellency, Sir George Prevost." ! !

The Americans, as is common with them, boasted much of their gallantry on this occasion; actually pretending to wonder that Commodore M'Donnough should have succeeded against "such fearful odds." One says—"we have taken four of their *largest ships*."—The commodore himself begins quite *a là* NELSON:—"The Almighty has been pleased to grant us a signal victory on Lake Champlain, in the capture of one frigate, one brig, and two sloops-of-war of the enemy."—A *frigate!*—but above all—"two *sloops-of-war*"—vessels not so big as Margate hoys. Here is a medley of *sanctity* and *falsehood!*

We afterwards lost a sloop-of-war, the Hermes, blown up off Mobile; and destroyed, near New Orleans, the United States schooner Carolina, of 16 guns; which ended the events of 1814. The first month of the present year has already been propitious; and I anticipate, in my next, a far pleasanter task than the one I have just toiled through. Yours,

Halifax, March, 1815. *Boxer.*

* * *

MR. EDITOR, *12th October*, 1815.

IT appears to me, that there is something very inconsistent, and even unjust, in denying to lieutenants of the navy (who rank with captains in the army) the privilege of sitting on courts martial; in the army, it not unfrequently happens that lieutenants are employed on this duty; and it is notorious, that on naval courts martial abroad, there is in general so great a deficiency of post captains and commanders, that seldom more than five can be assembled, and even that number sometimes with inconvenience to the service. I have never yet found any adequate reason assigned for this difference of privilege in the two services: the naval lieutenant must be in every respect as well qualified for discharging such duty as the military officer of equal rank; and it is equally necessary and proper, that he have the benefit of a little experience in such cases, before he comes to command a ship, which many young officers of rank and interest do at a very early age: I believe often, with two little experience or knowledge, either of their profession, or of mankind. But this is not all: I maintain there is considerable injustice in appointing officers of higher rank *only* for the trial of their inferiors: and although in most cases perhaps the decision of naval courts martial may be right, and just, and honorable, yet we know that there have been cases of a different description, and where very deserving officers have suffered unjustly. In the army, an officer under trial always finds *some* of his *own rank* appointed to try him, with others of higher rank to make up the proper number; but a lieutenant of the navy, if on a foreign station, must be tried by five or more captains and commanders, who, in general, the moment they cease to be lieutenants themselves, forget immediately they ever were such, and recollect only that they are now entitled to implicit obedience and submission, and *more* respect than falls to the share of any other class of men whatever, civil or military. In the hands of such men, let them be ever such honorable characters, a junior officer cannot always have justice done him; their feelings are different; their views of conduct must be different from those of the men they are to try. I mean in cases of a secondary nature, where indignant feelings more than any thing else have perhaps brought on the investigation; nor am I going too far in asserting, that were more attention and strictness bestowed in the examination of midshipmen, previous to their receiving lieutenants' commissions, we should not so often witness courts martial on that class of officers, I think, generally, for what is termed *ungentlemanly behaviour;* now that peace has taken place, both these subjects, as well as one of no less importance (I mean the professional education of young naval officers), will, I hope, obtain the consideration of the Admiralty Board; they are of essential importance to the naval profession, and to this nation: a fitter or better opportunity cannot present itself for naval officers of every rank making good the *defects* and *deficiencies* in their education, which so many must and do labour under, from no fault of their own, but from unavoidable necessity; being confined on board ship without proper opportunities of improvement (except in navigation). I think for the half-pay lieutenants, and captains, too, some such seminary as the Military College should be established by the Admiralty Board, or under their auspices. Several hundred accomplished and scientific military officers have of late years issued from Lanhurst, who bid fair to be ornaments to the British army. Such establishments we know to have been formed and attended to in France of late years with the most assiduous care; and our government must now have leisure and opportunity to carry similar institutions into effect.

Orion.

Orion being at a distance, wishes to know what new ships are on the stocks, of what dimensions, and when to be finished? he observes many old ships advertised for sale, and some that were *new* only four or five years ago: he trusts steps are taking to make the naval establishment *less* ruinous to the country than it has of late proved, by the proper supply of *seasoned wood.*

TO THE RIGHT HONOURABLE VISCOUNT MELVILLE.

MY LORD,

THE first of English Poets, when contemplating the design of the grand Seducer to destroy the human race by art and fraud, in order to gratify his envious and malicious spirit, exclaims—

> " O for that warning voice, which he who saw
> Th' Apocalyps heard cry in heav'n aloud,
> ———————————— that now
> While time was, our first parents had been warn'd
> The coming of their secret foe, and scap'd,
> Haply so scap'd, his mortal snare."

When contemplating the probable scenes of futurity, may not one be allowed to exclaim, O for that warning voice, while time is, that would sound through Britain's Isle, shake the foundations of her Legislature's walls, her Royal Palaces, her Boards of Office, Councils of Government, and else, whatever name, where power is found? For who, my Lord, that looks earnestly at past events, can contemplate, without misgivings arising in his mind, the dissipation of that Power which, for many years, shielded the shores of Britain from the most cruel and ferocious enemy that has appeared in arms for centuries past. The almost dissolution of *that Power*, which curbed the foaming and mighty torrents of revolution, and turned their destroying course from overwhelming the peaceful shores of this favoured island. Can you, my Lord, can any of his Majesty's ministers, calmly view the scattering of *that Power* to the four winds of heaven, without a well-digested *plan* to prevent its being partly seduced into the service of governments lately ranged in the hostile combinations formed for the express purpose of overthrowing and treading upon the fabric of Britain's greatness; or, its being forced through necessity to seek protection in a foreign land.

Every wise government will assuredly be anxious to prevent the most valuable of its subjects being seduced, by any cause whatever, from their allegiance, and strengthening the hands of those, who, it has good reason to expect, will, sooner or later, become its determined enemies. But how much more anxious ought it to be in preventing this, by any inconsiderate act of its own?

Every Son of Britain, who deserves the name, must rejoice at, and exult in, the splendid achievements of the British arms upon the Continent, which, at the ever-memorable battle of Waterloo, that has justly filled the nations with admiration at the heroic deeds and endurance exhibited on that field, were rendered immortal by the total overthrow of the scourge of Europe. Nor is it meant, in the most distant degree, to detract from the glory of that day, when it is asserted, that battle never would have been fought, but for the previous triumphs of the British fleets; where the formidable coalitions of maritime powers were overthrown, that had been formed for the express purpose of ruining her commerce, the sinews of her strength.

Your Lordship is too well acquainted with history, and indubitable facts, to believe, that ever Britain could have been what she is, without a victorious navy to prepare her way over every ocean and sea; open to her the harbours of all nations; and carry her arms wherever the wisdom of her Councils saw fit to direct their course; or, that Britain can remain what she now is, when the terrors of her naval power have ceased to exist.

Can it then be a matter of indifference to her Government, to her Legislative Assemblies, to the Bodies of her wealthy sons, what becomes of those men, who have braved the power of every maritime nation in the world, and who have borne the victorious flag of their country on the trembling shores of her enemies, from the Arctic to the Antarctic pole. Are the men of landed property in this country, whose rentals have swelled to double and treble, amidst the alarming pressure upon the finances of the State, the fearful events that subjugated and impoverished the nations upon the continent, a maritime war, terrible in its effects beyond those of former periods; are they so badly informed as to imagine, that even their rentals, previous to the French Revolution, could have been sustained, or the finances of their country upheld; but for those maritime triumphs that gave to Britain the indisputable dominion of the watery world, and put into her hands the commerce of the astonished nations? If there be any man who thinks so, his ignorance is to be pitied. And who, my Lord, that feels for his country as he ought, can read without indignation, of the influx of visitors from this country into France, where *my Lords Anglois* are charged double that of any other nation; where alone they are disgorging some of the wealth amassed amidst the distresses of their country; and where it is said (I blush while I mention the report), that many have gone to evade paying the taxes *absolutely necessary* for the support of their country. And whither are they gone? to that land, whose rulers and arms tried for about twenty years to destroy their native country, and strip them of their property. Are they gone to expend amongst that people, the wealth secured to them by the unparalleled exertions and sacrifices of the land of their nativity, which, while they bowed down many of the worthiest of her sons, increased their wealth in an unexpected degree?—Yes, to that land.

Amongst these, it is by no means designed to include those who have endured the toils of their country, maintained her honour, and crowned her with triumph; but whose scanty allowance, for a longer or shorter period in her service, compels them to seek an asylum where the necessaries of life bear a reasonable proportion to this allowance: but those men of landed property, whose rentals have swelled enormously amidst the convulsions of Europe; the priesthood, whose tythe lists have advanced nearly in the same proportion; those men, who, in mercantile pursuits, have acquired easy, and many princely, fortunes; and others, who, by contracts and agency, have been raised to a state of affluence. From amongst these descriptions of men, those who go to France, or any other country, merely to evade paying towards the expenses necessary for the support of the government and institutions of their own country, plainly avow, that they are actuated by a selfish principle, unworthy of any country; and that whatever claims they may lay to patriotism, they are altogether strangers to its sacred fire, and the impulse of its spirit.

While the world is obliged by the travels and labours of men of science, of observation, and research, what shall be said of the swarms of flattering insects poured upon those shores that but lately menaced their existence? Is it to be in the fashion, to gratify idle curiosity, that they may buz out the story as long as they live? They drain their own country to enrich that, which wantonly, and from restless ambition, has cost her so much blood and treasure, while perhaps they would begrudge a mite to relieve the absolute necessities of the saviours of their country.

From such disgusting scenes, I turn to my former subject.

To the observations that have been made, it may be replied, that ample provision has been made for deserving seamen, who have served long in the navy, and that government has done all it can do, consistent with the interests of the country.

What, then, is the meaning of the late combination? What is the meaning of the reports circulated in periodical publications, of numbers of seamen having sailed for America? of emissaries from that country and Russia being in this island, to persuade the British seamen to leave their native shores, perhaps for ever?—Who, my Lord, can feel indifferent at such reports, after what we have witnessed?

I have in former letters pointed out, how easy it might be for the government of the country to be in possession of the number of seamen belonging to it; the first entry of every individual on board of any vessel; when they leave the country, and when they return.

The present state of the world, not yet respited from those convulsions that have visited the nations with tremendous judgments (and which no one can say, but they may again suddenly break forth), cannot warrant the government of this country from disregarding the ultimate fate of the great body of those men, who, under Divine Providence, were the *agents* for protecting their country from the invasion of a strong and cruelly determined enemy; for the supporting of her power, and securing to her, amidst the revolutions and overthrow of nations, unexpected prosperity and wealth.

This *important fact* ought to be deeply engraven upon the heart of every Briton; and suspended in impressive characters before the eyes of all the councils of her government, when met for deliberation upon all matters connected with the interests of their country; that the knowledge of this *indubitable fact* may guide their judgment in all things with which it is connected. Perhaps they will then reflect, that but for *this truth*, instead of their country standing in the foremost rank of nations, she might have been obscured in the hinder; instead of armies being crowned with victory on the Continent of Europe, and in far distant lands, they might have had to contend for the existence of their country upon her own fields, and amidst her smoking desolations.

Are we then, my Lord, to consider the rapidity of disembodying the seamen from ships of war, without any previous calculation of its consequences, as a sound measure of policy, because for the moment it relieves he country from a little expenditure, while her thoughtless sons and daughters are enriching France with four times the sum that would secure a calm deliberation?

When the importance of naval power to Great Britain is calmly revolved by the mind possessed of that information which alone can give it any claim of judging, from the events that have taken place in different quarters of the globe, and more particularly for the last twenty years, it will undoubtedly appear, that, of all things connected with the independence and prosperity of this country, the cherishing of her navy stands conspicuously pre-eminent. Ought not then the lessons which the nation has had from their trans-atlantic enemies, though the professed friends of freedom, yet willingly ranked on the side of tyranny and despotism; ought not those recent events teach the British nation and her government, to look forward to a contest more serious than what has hitherto taken place, and more decisive in its consequences? It ought to teach them not to trifle with the well-being of the country, by indifferently looking on, while the youthful and able-bodied seamen discharged from the navy (if report speak truth) are sailed for those shores, yet breathing hostility against their native land, and looking forward to the wresting from her hands (though I trust in vain) the sceptre of the ocean. Can this, my Lord, be deemed a measure of national policy? Are the avaricious, the pernicious, the ungrateful, and the muck-worms of the island, to be spared a little, and the independence of the country to be hereafter endangered, by the gratifying of their selfish and sordid spirits? I would not wish to be misunderstood. I am not pleading for a needless expensive peace establishment of the navy—I am not pleading that the country may be burthened to support her seamen in idleness; but I am pleading, my Lord, what the voice of the country ought loudly to call for; that her seamen ought to be prevented from entering into foreign service, without the sanction of government for a limited time; and that government ought to know what is become of every seaman, nearly as correct as what is become of every vessel of war, and how he is disposed of; and that to attain this most important national benefit, the small expense occasioned by the necessary delay would be well applied. Seamen cannot be so soon versed in their profession as soldiers.

To speak, my Lord, more generally as a politician:—I should view with a considerable degree of suspicion those elements of discord, that are yet glowing in Europe and America; I should have it ever in my memory, how soon the peace of Europe was invaded, and the possibility of a recurrence of the same event, from the still agitated state of Europe, covered with armies, and what thoughts those might inspire in different quarters. Without being filled with undue jealousy at the proceedings of other governments, I should think it an imperative duty to remember, that the greatest benefits conferred upon nations and their governments, are sometimes, as amongst individuals, often repaid by the blackest ingratitude. And I should particularly remember, that the proud spirit of Democracy can be as unprincipled, unjust, and overbearing, as any name of government known amongst men; that while professing to be the friend of Freedom, its ambition and envy may induce it to range itself under the ranks of Despotism, in order to destroy the only refuge of Freedom, remote from its fancied seat of perfection, but really the den of corruption.

Being influenced by such motives, I should judge it highly necessary to keep the arm of my country in a proportionate degree of preparation to strike, until I should be assured that the late malignant spirit which has convulsed the world, is changing its form, and assuming that of calmness and content. Then, and not till then, should I consent to reduce the British Navy to an establishment lower than subsequent to 1787.

I had designed to offer some remarks on the forming of a Peace Establishment, but as I have not yet recovered from the astonishment caused by the *reported diminutiveness* of that establishment, compared with the present state of the world, I shall conclude by assuring your Lordship, that I have no motive in addressing you, but that by which you are undoubtedly actuated, the glory and prosperity of my Country.

I am,
Your Lordship's humble Servant,

Clapham, Dec. 15, 1805.

Arion.

* * *

MR. EDITOR,

HEREWITH I send you the inscription over the grave of Columbus in the Cathedral at the Havannah. I say the grave; as the last mansion of mortality, wherever it may be, can bear no other name; but the place where the remains of this great man are actually deposited, is a kind of niche, between columns, on the right of the great altar, and I fancy in an upright position above the earth. This I could not ascertain. There is nothing to mark the spot but a small tablet of wood, inscribed as below. It is well known that the Discoverer of the New World was first interred at Valladolid: from whence his body was removed, agreeably to his own directions, to the city of St. Domingo, which he had founded. Here it continued until the Spanish part of that island was ceded to France; when, rather from motives of superstition than sentiments of respect, it was taken to the Havannah and placed as I have stated. Considering what Spain owes to his labours, something more is surely due to the remembrance of this illustrious character. His name, indeed, can never die, nor does it require a monument to perpetuate his virtues, but the soul revolts at the idea of the ingratitude with which his mighty actions were repaid by the kingdom he served—while yet alive, and at their neglect of him when dead. As Spain is now tranquillized, and his Most Catholic Majesty is showering down honours (not with infinite discrimination) upon those of his subjects who adhere to the old order of things, he may, it is not impossible, do justice to the memory of *him* to whom he owes half a world, by a monument worthy of the genius it would commemorate; or, perhaps, with the good leave of Father Ostoliza,* he may, since he has finished *embroidering the Virgin's petticoat*, occupy his royal skill at *needlework*, in ornamenting a mantle to enshrine the ashes of Columbus; and this, to me at least, would be an offering more sacred than the petticoat, or even a nearer garment, of our Lady of Vallençay, or any other inanimate Saint or Virgin, formed by the hands of superstition, or decorated by the finger of royalty.

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* See Father Ostoliza's account of the behaviour of Ferdinand, *the Beloved*, while a prisoner at Vallençay.

D. O. M
Claris. Heros. Ligustin.
CHRISTOPHERUS COLUMBUS
A se rei nautic. sciunt. insign.
Nov. Orb. Detect.
Atque Castell. F. Legion Regib. subiec.
Vallisol. Occub.
XIII. Kal. Jun. A. M.DVI.
Cartusianor. Hispal. Cadav. Cust. Tradit.
Transfer. hunc Ipse Præscrips.
In Hispaniolæ Metrop. Eccl.
Hunc pace sancit. Galliæ Reipub. Cess.
In hanc V. Mar. Concept. Imm. la H. Ossa. Transio.
Maxima Omn. Ord. Frequent. Sepult. Mand.
XIV. Kal. Feb. A. M.DCCXCVI.
Hav. Civit.
Tant. vir. meritor. in se non immem.
Pretios exuv. in optat. Diem Tuitur.
Hoc Monum. Erex.
Præsul. Ill. D. D. Philippo Joseph.
Tres Palacios
Civic ac milit. Rei. Gen.
D. D. Ludovico de las Casas.

Necrologus.

SIR, *London, November* 25, 1815.

MANY very excellent letters have appeared in the Naval Chronicle from time to time, furnishing useful hints to those who have the management of our naval concerns, which, in some instances, appear to have been taken advantage of; and where they have not, it may be presumed to arise mainly from difference of opinion in the writers, and those whose attention they have principally intended to attract. The present object of my addressing you will, I hope and expect, meet with the approbation of all who are concerned for the honour and dignity of two superior classes of officers, so far as "the whistling of a name" may be deemed conjunctive with such titles; I mean the Post Captains and Commanders; who, having the appellation of Captain indiscriminately given to them at court by the Lords Commissioners of the Admiralty, and every one who has occasion to address them, entirely lose the rank which their Sovereign has conferred upon them, placing them seemingly upon an equality with those in the military service so much below them; thus, the senior Post Captain who has had the rank of Colonel twenty years (which is much longer than any man in active military service remains at that grade), is nominally placed upon a footing with the youngest Captain, or even a Lieutenant in the army, if he chance to be a Brigade Major, for he never loses the latter appellation until he attains a higher, and (as I know has occurred in many instances) will be desired to walk into a room, out of a room, and to the head of a table, before a Post Captain or Commander. Consider the military officers case, whose rank most nearly resembles those of the navy; *viz.* the Guards: a Captain of the guards ranks as Lieutenant-colonel immediately he obtains his company; from that moment he is so addressed, and directed to from the Horse Guards, and by every one else. No one would ever dream of calling him Captain. If he attends a levee, his name is found amongst the Colonels; thus, as it were, adding to his consequence. Then come the Majors, the Brevet and Brigade; then the Captains of all descriptions: *bellatores, et milites ad locum et patriam penitus*: amongst them the *navale*, with sometimes R. N. against their names: but even by that making no distinction between the senior Post Captain and junior Commander. I believe, too, that Brigadier-gens. always are included in the court returns as Generals; and that they continue to be so addressed until they are promoted to the rank of Major-general; whereas Commodores, who have the same rank, must return their appellation into store with their broad pendants, and become plain Captains again. The manner of directing letters from the Admiralty, is to the oldest Captain and youngest Commander, the same; thus: "In his Majesty's service, Capt. and Thos. Bowling, Plymouth." To give to Cæsar the things that are Cæsar's, will, I presume, be considered a requisite act of justice by all denominations. In future, therefore, I recommend to those who have the classification of ranks at St. James's and Carlton House, on levee* and drawing-room days, to give the Post Captains and Commanders of the Navy their proper places, with the Colonels and Majors of the army—P. C. or R. N. following the naval officer's name will be a sufficient mark of distinction, thus:—

Colonels and Post Captains..	Scotland,	M'Highland,	R. N.
	English,	M'Lowland,	R. N.
Majors and Commanders....	Ireland,	M'Firth,	R. N.
	Welsh,	M'Brae,	R. N.

And I will hope, that, even the Lords Commissioners of the Admiralty will not see any objection to address the Post Captains as they are nominated in their commissions, without leaving out that part which points out their rank; and, as the Act of Parliament says, by which they are entitled "to take Post," and the Commanders as they are designated in their commissions, thus:

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* We have understood it to be customary, when visitors to the Levees or Drawing Rooms are desirous of their names and ranks being inserted in the public Prints, that one or more of the royal attendants, called we believe *ushers*, is generally stationed on the grand staircase for the purpose of receiving the cards of the visitors; we therefore suppose, that if the visitor is desirous that his name and rank should be properly inserted in the daily prints, the best plan would be for him to signify the same on his visiting card, in the form pointed out by our Correspondent.—Ed.

Post Captain M'Highland. Commander M'Brae.

To the officers of both classes I propose, that they shall uniformly address each other in the same way, as well in writing as speaking, on their cards of visitation or invitation, without which their precise rank cannot be ascertained any where. How far the Commanders may like this I cannot answer; because, to a weak mind (many of which are to be found in all societies), it may appear that they lose some of the consequence which the title of Captain of the navy gave; they must however consider, that of Commander can never be mistaken for a lower rank than they hold; and, in my opinion, it sounds as well, and looks as fair on paper, as Major. It has frequently been observed, that "the officers of the navy do not respect themselves:" a fault which cannot be urged against their brethren in the army. By immediately and generally adopting the foregoing, they will shew that, what has so long been considered an adage, has lost its verity. I have heard that it has been determined to add a letter to the name of every officer in the service, which is to belong to him so long as he remains in it. This is probably to answer some official purpose of convenience; and I am surprised at the adoption of such a plan, only because, in time, it will fatally demonstrate the inequality of promotion, when Z may be found against the name of a Post Captain in the bloom of youth, and A against a senior Lieutenant's, worn out with age and services. Another report in circulation is, that it is intended to establish a Brevet rank in the navy, which I consider rather as the suggestion of an individual, than the intention of those who are able to carry such a plan into execution.

Should you consider the foregoing worthy insertion in your excellent work, I shall probably address you again in many future numbers. For the present, I remain, Sir,

Yours, with fraternal feelings,

A Friend to the Navy.

* * *

SIR, *November* 28, 1815.

IN a former letter I stated my conviction that the B. of A. had been in too great a hurry paying off the men of war, and discharging on the country so many thousand seamen *at one time*; and that if they had retained ten or fifteen thousand of them in the service until the spring, when most of the others would have already found employment in the merchant service, it would have been far better than turning *the whole* loose at the same moment; experience has amply proved that this would have been both wise and just; for, although I am aware that the A——y were anxious to release the seamen after so many years service in the defence of their country, both from a sense of justice to the men and to the country; yet, from the state in which we have seen the poor fellows at every port, so soon after getting their discharge, it is quite obvious that, for their own good, they should have been *gradually paid off*, although the expense might have been thereby a little encreased; nor am I at all convinced that the very small naval establishment to be kept up in time of peace is judicious. I consider that our naval force is *doubled* since the American war, and that the number of seamen we have had in our service cannot be all employed on board of our merchantmen in time of peace; and that, therefore, a proportion of them ought to be kept in the service of government, although perhaps not much wanted, rather than allow them to enter into the service of the Americans, with whom we may so soon be at war, and from whom we shall find it so difficult a matter to recover them, as we have already experienced very sufficiently. The dislike so visibly manifested to a continuance in the King's service, as appears by the small number who have *re-entered* for the peace-establishment, might, I think, be in a great measure removed by entering them for *three years* service *only*,—the period ships generally, in time of peace, remain on a foreign station.

So soon as our ships can be re-manned, I think at least twenty sail of the line, and twenty thousand seamen, ought to be employed, and a considerable force always kept on the Halifax and Mediterranean stations. I am glad to see that, of the latter, our force is not to be materially diminished until next year.

I am quite certain the expense attending the employment of these additional ships will not be felt in comparison of our seamen *remaining unemployed* at home, or being driven into the service of foreign powers, from want of employment at home. The naval force on foreign stations ought not to be under the following rate:—

Stations	*Ships of Line*	*Fifty's*	*Frigates*	*Slps. Brigs*
Halifax, Newfoundland, &c.	4	4	8	12
Mediterranean	7	0	8	14
E. Indies, Cape, &c.	2	1	9	10
W. Indies, L. I.	1	0	6	7
W. Indies, Jamaica	1	1	5	6
Home Service and Guard ships	10	2	10	20
	25	8	46	69

I am happy to observe that government have determined to fit out two separate expeditions to Africa for the purpose of discovery, and I should be happy also to see employed in one of them a gentleman who has already contributed so largely to the knowledge of the political state of that country by his letters from the Mediterranean; I mean Lieutenant Blacquiere,* R. N. In these letters, much information relative to Northern Africa will be found; and his able exposition of the state of Sicily clearly points him out as deserving the notice and protection of government. I think it would reflect credit on the First Lord of the A——y to bestow on him his patronage: and it is very desirable that men of letters and education should, in that profession, not (*cæteris paribus*) be overlooked. I trust he will be noticed as he deserves, and obtain that promotion he appears so well to merit.

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* Made a Lieutenant in 1801.

Now that peace is once more concluded, I hope the time is not far distant when the able memorial, given in at the Congress of Vienna by Adm. Sir Sydney Smith, will meet with the attention it deserves. It is surely astonishing, that the piratical states of Tunis, Tripoly, &c. possessing such slender force, should make the whole of civilized Europe pay annaul contributions in some shape or another, or prey upon their commerce whenever they find a fit opportunity; but it is at all events very desirable for England to open a mercantile correspondence with that country on such a footing as to enable English merchants to enjoy the *highest privileges.* Above all things, England ought *now* to foster and to protect (*vi et armis* if necessary) her mercantile establishments in the Mediterranean, and every other part of the world.

Orion.

* * *

MR. EDITOR, *September* 14, 1815.

IN these revolutionary times, and particularly since the commencement of the *late American war*, a variety of circumstances caused the advancement of more officers, from what is called "before the mast," than in any other service in Europe, Buonaparte's brigands alone excepted: and they, or he, surely form no model for England to imitate. No one can possibly object to a *due* elevation of merit, particularly in a profession where so very much of its success depends upon absolute practical knowledge.

The Abbé Raynal, who had formed a most correct estimate of our naval greatness, observes, "Le parti qui detrôna les Stuarts, avoit peu de nobles; les vaisseaux de linge furent donnés à de capitaines d'une naissance commune mais d'une habileté rare dans la navigation. Ils perfectionnerent, illusterrent la marine Angloise." Now, without disputing the utility of a system which, in *other times*, however, it should be recollected, certainly proved very beneficial to our maritime interests, two and thirty years' experience fully convince me there can be no question as to the necessity of observing the most scrupulous precautions possible in taking men from the lowest walks of the service, *in which they may be destined to hold large commands.* I am not prepared here to enter into an explanation of the many serious evils which, as I could demonstrate, have resulted to the public, from a want of discrimination in the selections hitherto made; but that numerous instances might be adduced, wherein neither the good of the service, nor even the interests of the parties, were so much considered as the gratification of the patrons (who, albeit, are most probably not the most discriminating judges, very frequently from equal want of education), I believe few who know any thing of the navy will deny. A man may be admirably calculated for steering a boat, managing her crew, washing bottles, scrubbing, or superintending the scrubbing of the state cabin; and, in fact, fulfilling all the other duties of an upper servant to the admiral or captain; but these are not the avocations which lead to the formation of a gentleman, or of an *efficient* good officer. Something more is surely requisite for a man intended to teach and command others. I am therefore fully of opinion, that the Admiralty should, in all cases, be *very particularly* consulted in future, previous to the advancement of any seaman on the quarter deck of his Majesty's ships; it would be a most desirable improvement in our naval service. Whatever may be said of the *ancien régime* of France, her *navy* was then certainly very formidable, as our naval annals can well testify, and perhaps it were fortunate that monarchy had no comparative commercial marine to recruit from, whereby to enable it the more effectually to cope with our fleets; it is, however, well known, that the adoption and pursuance of such a system as I have ventured to deprecate (and which, perhaps, our enemies could not then avoid), was one of the most principal causes of the subsequent degradation and ruin of the once formidable marine of France.

September 14, 1815.

An Old Officer.

* * *

MR. EDITOR, *December* 2, 1815.

I WAS glad to observe a paragraph in the newspapers a short time ago, mentioning the launch of the *Java*, a new fifty-gun ship, built *on the construction*, and intended to cope with the American ships of war. She is said to be an uncommonly fine ship of her class, different in every respect, and infinitely superior to our old fifties.

In some former letters, I recommended that, in future, our small frigates should *gradually* give place to larger ones, and that, hereafter, very few should be built which might not be capable (when wanted) of contending *equally* with the American frigates, so called by them, although so well known to mount sixty guns on two decks. Every day's experience convinces me of the propriety and *necessity* of this measure; and peace being once more happily concluded with France, after such a long period of war, I am not of opinion we shall very speedily be engaged in war with that country, long our rival, but now incapable for a long time of making head against us. A naval war with any other power, or powers, if not joined by France, cannot employ a very great proportion of our naval force, and, with the exception of America, we may rest very easy as to our perfect ability to cope with all the world. With respect to that power, our means, however great and superior, are not so easily brought into rapid and overwhelming action, owing to the distance from her shores; and we have experienced already the numerous difficulties to be encountered in attacking her coasts and squadrons, whilst her detached cruizers have done us such infinite mischief, and too often returned triumphantly into port, having sometimes captured our men of war as well as merchantmen. To cope effectually with America, we must have *many* large frigates (50 gun class) and sloops (20 guns), and we must have a large fleet on their coasts, as well as strong squadrons elsewhere.

In time of peace, therefore, let it be our business to prepare *these means.* Such ships may, on common occasions, if sent to sea, be sailed at nearly the same expense as light frigates, and, *when* wanted, you know where to find them. I hope they will not be wanted soon; but *how soon* we cannot tell; and I trust we shall not again be taken unprepared; nor ought less attention be paid to our line of battle ships; they are, at present, much inferior in tonnage and weight of metal to what the Americans are building so actively and unremittingly. The only information I have access to on what is at present doing in our dock-yards, is from Steel's List, where the number *only* of ships building is given.

I am persuaded the *naval world* would feel very much obliged to any of your correspondents, who have opportunities of knowing what improvements, and differences of size and construction, are taking place in these new vessels, would they be so kind as give it through your interesting Chronicle: in time of peace there can be no harm in doing so, and about two years ago I recollect you inserted a very full and satisfactory letter from a correspondent, stating the names, progress, dimensions, cost, &c. of all the ships building in his Majesty's dock-yards, or in private yards for government.

Being happily, at present, once more at peace with all the world, I am well persuaded the government of this country cannot do any thing half so advantageous for the best interests of Britain, as to cherish her numerous seamen, to foster, and protect, and encourage her commerce, and to take such measures as to keep *effective* our naval strength, by preparing *larger** and better constructed men of war than we can at present boast of. I observe many old ships are sold out of the service every quarter; and *my object* is, to endeavour to impress on the public mind, and those in power, the necessity of gradually replacing *these* by ships capable of meeting every foe of a similar description; and my own impression is very strong, that it is with the American ships we shall be first called in to contend; let us, therefore, diligently and fearlessly prepare for either event—Peace or War!

Albion.

N. B. It gives me great pleasure to observe, that my hint relative to the retirement of naval officers is likely to be soon followed up: a long new brevet and retirement is announced as about to take place.

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* According to their rates.

PLATE CCCCL.

Action between H. B. M. S. Vinciejo, John Wesley Wright, *Esq. Commander, and a numerous French Flotilla on the Coast of France; 7th May,* 1804.

IN addition to the particulars of Captain Wright's action in the Vinciejo given in the memoir of that ill-fated officer, we insert the following illustrative of the annexed Plate.

Captain Wright had received orders to cruize in the Vinciejo between the Loire and L'Orient. In pursuance of these orders, he had, during the interval between the 28th April and 4th of May, chased and interrupted the progress of several large convoys of the enemy. On the evening of the 4th of May, Captain Wright having discovered a large corvette of 18 long 18-pounders and 160 men at the entrance of L'Orient, whose destination was eastward with a convoy of thirty sail, he directed his course to intercept her.

On approaching Belle-Isle* the next day, the Vinciejo chased a convoy from the Taigneuse Passage to Palais, where she watched them till the forenoon of the 6th. At daylight on the morning of the 7th, Captain Wright saw the corvette from L'Orient getting under weigh in the bay of

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* Belle Isle *(Calonesus)*, south of Quiberon, is the most considerable island on the coast, being six leagues and a half long and two broad. It is very high and steep, and its natural strength has been greatly augmented by fortifications on the only three accessible parts. It is fertile, producing corn in abundance, and the climate is so temperate that the cattle are left in the pastures all the year. The inhabitants are about 5,500, of whom 2,500 are collected at Palais on the N.E. side of the island, which has a haven formed by a pier of cut stone, 200 feet long and thirty broad. The walls of the citadel, which is built on a rock, also bound the haven, which is entirely dry at low water, and has only five feet at high, but the road is safe with the winds from north or N.E. Port Sanzon, on the N.W. side of the island, receives vessels of forty to fifty tons, which lay dry at low water. Port Lomarie and Port St. Andrew also receive small craft, and each has a litle village. The island exports the surplus of its wheat and oats, a considerable quantity of salt from the salt-works near Palais, and salted sprats the produce of its fishery.

The isles of Hædic and Houat, between Belle Isle and the main, are of little consequence: the former is two miles in circumference and has 100 inhabitants, all fishermen residing in a village; the second produces a little corn and has pasture for 200 head of cattle. Neither island has any haven, and the fishing boats are hauled upon the beaches. Mats and Dumet, are two little isles opposite the mouth of the Villaine river.

The island of Bouin, in the Bay of Bourgneuf, or Noirmoutier, was a few years since separated from the main, by a channel practicable by vessels of 200 to 300 tons, but which by the accumulation of sand is now reduced to a boat passage. The island has three leagues of surface almost entirely consisting of salt marshes.

Quiberon, and slipping from his anchorage stood across the bay towards Saint Gildas, to counteract a movement made by the corvette to chase, at the same time endeavouring to lead her towards Belle-Isle out of the way of assistance from a superior force in the Morbihan and Crae, but she eluded his purpose by working into the Morbihan.* Captain Wright took a proper station to watch the motions of the corvette during the night, but at daylight on the 8th, the Vinciejo was becalmed close to the mouth of the river, and carried by the ebb tide so close to the Taigneuse rock, that they were forced to anchor to avoid it.

Unacquainted with the periodical strength and direction of the tides in this channel, Captain Wright sent an officer on board a fishing boat in hopes of obtaining from the master some information, but the mission failed. The ship was now warped into the channel, and all hands placed at the sweeps, and at the same time pursued by a large division of the enemy's flotilla from the Morbihan. At half-past 8 o'clock the enemy had advanced within extreme range and opened their fire. At half-past 9 the Vinciejo was compelled to sweep her broadside to, and engage under the following disadvantages—a perfect calm, a strong flood-tide against her, the people fatigued by hard labour at the oar, and divided during the action, between the larboard guns and the starboard sweeps.

In this unfortunate situation, Captain Wright and his devoted ship's company fought for two hours, when the ship's hull, masts, yards, and rigging, having received great damage, and three guns disabled, the fire was slackened to one gun in about five minutes by the booms falling upon the main-deck, and the flower of the crew thereby killed or wounded.

Seventeen gun-vessels, with numerous troops, were now advancing to board—the crew of the Vinciejo was reduced to fifty efficient officers and seamen, of which seventeen were boys—victory was impossible, and escape hopeless, and there remained no alternative but that of surrender; "to preserve," as Captain Wright says in his official letter, "the lives of my brave men for some better occasion."†

SHIPWRECK.

THE following interesting particulars of a late shipwreck, wherein the sufferings and privations of the survivors were almost without a parallel, are obtained from one of the sufferers:—

"On the 4th of September, the brig Friendship, Captain M. F. Carder, sailed from Miramichi, New Brunswick, with a cargo of timber, for Bideford. On the morning of the 18th she sprung a leak; and, on the 22d, (the unremitting efforts of the crew at the pumps proving unavailing to keep her free), she was full of water. In this deplorable condition, without the possibility of getting below, and distant, by their calculation, about 347 leagues from the coast of Ireland, they kept the vessel before the wind, under easy sail, in the forlorn hope of being able to make the land; but unhappily, on the 28th (when, by supposition, they were about 70 leagues from Cape Clear), a sudden squall coming on, she broached to, and overset! By this melancholy disaster, two poor souls were washed overboard and drowned; and the whole of the provisions and water they had collected on deck, with both boats, and every moveable article, were swept away! The rest of the crew, consisting of the captain, mate, three men, and four boys, with difficulty supported themselves on the side of the ship; when, after remaining in this awful situation about 40 minutes, having in the mean time carried away her foremast, bowsprit, and main-topmast, she righted. From the condition the vessel was in, however, she had gradually settled abaft, and from midships forward was the only part of the deck left above water, upon which the miserable survivors could obtain an insecure footing, every succeeding wave threatening to hurl them into the dreadful abyss! For six tedious days and nights did these devoted sufferers remain in this wretched and hopeless state, without a morsel of bread to sustain the cravings of nature; all of them very thinly clothed; several without shoes, stockings, or hats; and the few garments they wore constantly wet, owing to the rain that fell, and the sea that broke over them. From the former, however, they fortunately derived some sustenance; for during the rain, they suspended a bed-quilt in the remnant of the rigging, and, when completely saturated, by carefully squeezing it, they obtained three pints of water at each trial; with this, and a small quantity of rum (the only necessary saved, but so much impregnated with salt-water, that Captain Carder, to prevent its being used in a raw state, frequently threatened to throw it overboard), they made weak grog, which was sparingly served out to them in the heel of an old shoe, the best substitute they could find for a glass.

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* Morbihan.—See map and hydrographic description, vol xxvii. p. 490.

† *Vide* gazette letter, 𝔑. 𝔆. vol. xxx. p. 354, and chart of the French coast, vol. xxix. p. 329.

The ship had been much infested with rats, and after these vermin had been driven from their lurking places below by the water, they took refuge on those parts which were left dry, and openly ran about among the people on the forecastle. From this station the Captain would not permit them to be driven, lest in the extremity of their distress, should no friendly sail appear in view, they might ultimately be compelled to have recourse to these troublesome guests as a temporary respite to expiring nature! But the rats were a terrible annoyance to the almost exhausted sufferers; as these vermin fell a prey to want, they devoured each other: nay they even attacked the naked feet of the seamen whilst asleep, and when brushed away by their hands, fastened on their fingers!!

With a view of keeping hope alive among his almost dying companions, the Captain offered two dollars, which he found in his pockets, as a premium to the man who should first descry relief; but faith and vigilance at last contered in himself alone; and on the evening of the 6th day (4th Oct. in lat. 50°. 30″., long. 14°.), he providentially espied a sail, which he did not, however, announce for ten minutes, lest the stranger should not steer in their course. When all doubt was removed, he ordered the friendly bed-quilt (which was the only signal they could then muster) to be hoisted; and the harbinger of their joy proved to be the Sachem, of Boston, Captain Howland, from Liverpool to America; who, immediately on perceiving the wreck, bore down and rescued the sufferers, at a moment when despair had apparently reduced nearly the whole of them to the last stage of existence. Two days afterwards they fell in with the John, Captain Brassey, from Africa to Liverpool, to which vessel they were transferred; and after again experiencing the humane and feeling regard due to their pitiable state, were safely landed at Liverpool on the 15th of October. On the 11th, seven days after they were picked up, the vessel was fallen in with in lat. 50°. 27′., long. 12°. 30′., drifting at the mercy of the waves, by the William, arrived at Liverpool from New York.

ORGANIZATION OF THE FRENCH NAVY.

THE *Gazette Officielle* of the 13th December, contains a royal notification of the law recently passed relative to the duties and drawbacks on French colonial produce, with regulations for warehousing.

The same *Gazette* contains detailed Ordonnances, by the King, concerning the organization of the French navy. The general administration is to be divided into five districts, in each of which is to be a Board, composed of the Commandant of the Marine, President; the Intendant of Marine; the Chief of the Marine Staff; the Commissary-general of Marine; the Director of Building; the Port Director; the Director of the Artillery; the Engineer in Chief of Bridges and Roads; Director of Naval Works.

These Boards are to make minutes, from which are to be framed reports to be regularly laid before the Cabinet Ministers.

The chief places of the maritime districts are, *Cherburgh*, *Brest*, *L'Orient*, *Rochefort*, and *Toulon*. In several subordinate ports, the chief resident naval Officer is to direct the service, under the instruction of the district Council, to which he is to report.

The effective strength of the navy is to comprise 100 Captains of ships of the line, 120 Captains of frigates, 400 Lieutenants, and 500 naval Ensigns; to be selected with a careful attention to their loyalty, and with strict care to exclude all Buonapartists.

These Ordonnances contain a great extension of details concerning every branch of the naval service. There is added to each of them a distinct order from the Duke of Angouleme, in the capacity of Admiral of *France*, enjoining all Officers of the French navy to conform to them, and to assist in carrying them into effect.

EXPEDITION AGAINST THE ITALIAN COAST.

An Account of the Expedition against the Italian Coast, by the Squadron commanded by Commodore Sir JOSIAS ROWLEY, *Bart. and a detachment of* 1009 *Men of the* 1*st and* 3*d Regiments of Italian Troops, commanded by Lieutenant-colonel* CATTINELLI, *attached to the Sicilian Staff of Lieutenant-general Lord* WILLIAM BENTINCK, *with a particular detail of the Attacks on the Town of Leghorn or Livorno; by a* NAVAL OFFICER *employed with the Troops.*

[Concluded from page 408.]

SIR JOSIAS having determined to return to the fleet; the different Captains were dining on board the Edinburgh; Colonel Cattanelli was also on board with several of the field-officers, refreshing themselves after their fatiguing march; the troops were dispersed in the different houses in the town perfectly unconscious of the near approach of the enemy, who had taken possession of the woods, and were making their arrangements for the attack; the delay caused by this movement saved our troops from a complete surprise; at this instant the colonel landed with his staff, and received instant information of the vicinity of the enemy; scarcely had the drum beat to arms, when the piquets were driven in: the levy formed, advancing up the street with a rapid pace, crossing the canal, and commenced the attack; a small detachment took possession of the tower and church, which commanded the enemy's field pieces; both parties engaged with the utmost intrepidity; the fire increased with vivacity; the shot from the enemy's guns almost reached the shipping: by an admirable movement, the colonel covered his flanks with two strong walls that run in an oblique line. A length of time elapsed before any preparations were made for their assistance; the boats of the Edinburgh and frigates* approached the shore; before their arrival the victory was complete. This brilliant contest continued for twenty minutes, with unabated fury, creating the strongest emotions of admiration in the squadron; the levy, with loud cheers, charged, and completely routed the enemy, who fled with the utmost confusion, leaving in our hands two six-pounders, and several prisoners; their total loss was nearly three hundred, while that of the levy could not exceed thirty; night alone saved them from annihilation.

Information was received from the prisoners of the defenceless state of Leghorn; it was instantly resolved to attack it: the boats were sent to assist in embarking the stores, cannon, and troops, on board the fishing vessels in the harbour; the squadron weighed, and took them in tow, but, most unaccountably, anchored in a few minutes after; by this, and the wind shifting to the N.E. an opportunity of surprising the town was totally lost; and to this measure much of the ill success may be justly attributed. The town of Leghorn, formerly a considerable republic, by the inhabitants termed Livorno, is built on a gradual ascent, and surrounded by a single line of works, with a citadel and ditch, into which the waters of the canals that intersect the suburbs discharge themselves. The approach to the gates is by long narrow causeways of stone, without drawbridges; within and without them are single barriers, commanded on the north side by the walls of the citadel, and on the south by bastions: the outermost gate on the north side is of wood, covered with iron plates; the second, of iron bars, one inch in thickness; the interior is of wood; the space between them is covered by the ramparts, with loop-holes for musketry, in the covered way of the citadel; the interior of the town is nearly a square; from the centre of the Piazzi di Armi, or open place of arms, the whole of the gates may be seen. The immense trade the town has enjoyed naturally produced an increase of inhabitants, exceeding the space between the walls; the suburbs are therefore considerably greater than the town, and from want of room, the houses have approached so near the works, as to overlook them on all sides, within half-pistol shot; the fortifications were consequently nearly useless; no attempt had hitherto been made to defend it, when assailed. Towards the sea it is equally weak; a small battery on the mole head, of four guns and two mortars, with a stone traverse in front, the same number in the light-house, and five in the northern one, are its only protection; twenty feet water within pistol-shot, and thirty at half-range, would enable two frigates, or a ship of the line, to silence them in a few minutes; from the extreme height and age of the walls, a few well directed broadsides would level them with the earth; from the weakness of this side, a simple demonstration might produce its surrender; the lines between the mole heads are totally devoid of either guns or embrasures. The month of December is the rainy season of this clime; the whole country was therefore deluged with water; innumerable mountain streams flow into the Arno, on the lake of Pisa; at this period the whole country was deluged with water; the destruction of the bridge would have prevented the possibility of an attack from Pisa or Bologna.

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* Lieutenant Walter Croker was engaged with great intrepidity.

At 2 in the morning of the 12th we weighed again; and at 3 in the afternoon anchored in the roads: immediate preparations were made for landing the troops, who had been unnecessarily exposed in the small vessels to the violence of the weather during the passage: at 4 they were landed at the mouth of the Pisa canal, proceeding along its banks towards the suburbs, and exposed to a heavy fire from the northern light-house, and the N.W. part of the works; the approach to the landing place is rendered difficult by a bank formed by the set-out of the canal waters. On landing the levy, the boats returned for the naval part of the force: the wind shifting to the S.E. b. E. caused a considerable swell on the bar; the guns, with the ammunition, for the purpose of covering the landing, were not only neglected to be withdrawn, but a quantity of provisions were added to their weight. On advancing to the shore, the headmost boats grounded; the larger ones were immediately brought up by their graplings; in the hurry and confusion, the pinnace of H.M.S. America unfortunately swamped, with the loss of Lieutenant Moodie and two seamen; Mr. Naw and Lieutenant Wybery were, with the remainder, saved with great difficulty; this arose from a neglect in placing the lights in a proper situation at the mouth of the canal; the Edinburgh's boats were in the utmost danger, their marines landed at the Pisa side, where they remained in the most uncomfortable situation until day; the Armada succeeded in landing theirs in a jolly boat; their perseverance reflects the utmost credit: the remainder of the marines, with the exception of Captain Rea, Lieutenant Carden, and those of the Imperieuse, returned to the ships, or remained exposed to the violent rains, in the fishing craft, near the bar. In the town all was confusion and dismay; Colonel de Capelle, the Sub Prefect, closed the gates at the first advance of the squadron, his garrison consisted of only two hundred invalids and conscripts, the crews of seven brigs of war and some privateers, the whole amounting to an ineffective force of seven hundred men, at the most exaggerated calculation, to defend a line of works nearly five miles in circumference. The inhabitants flocked with their property to the vessels in the harbour, with the hope of eluding our search, under the cover of the night. The Jews having a mortgage on the public property, alone shewed a disposition to resist; a few repaired to the walls, where, in the sequel, they suffered greatly; thirty-seven were destroyed at one gun: every atom of provisions were secreted, the markets totally empty, and the citadel without an ounce. With these circumstances, the inhabitants of the suburbs were acquainted, they willingly communicated every information in their power. Desperate as his situation was, with an enraged populace within the walls, the commandant determined on a resistance, from which he had no hopes of ultimate success. The levy, with the marines who had rapidly advanced through a morass towards the northern suburbs, under the cover of the night, and amidst torrents of rain, succeeded in entering without loss; the shot from the works and tower flying over their heads. The advance of the marines, under Captain Rea, took post at the church of Santa Luccia, the most advanced on the Pisa road; he was supported by the main body of that corps, under Captain Boyle, while the light company of the 3d Italians, under Captain Laveroni, acted in reserve. The remainder of the troops invested the north and south gates, taking post in the houses which commanded them.

The troops of the enemy defeated at Reggio were reinforced at Pisa with four hundred men and two field pieces, and advanced by forced marches towards the town, with that silence and regularity for which Frenchmen are so remarkable.

The whole of the night of the 12th was passed in making every preparation for the attack; the north gate was closely reconnoitred by Mr. Burney, gunner of H.M.S. Imperieuse, who reported the practicability of blowing up the outer one: at 2 in the morning of the 13th, the remainder of the marines were placed in the boats, and rapidly pulled up the canal. At daylight, Colonel Cattanelli, accompanied by Captain Dundass, proceeded to reconnoitre the works; two accessable points presented themselves, one at the southern gate, near Murat's basin, by escalade; the other in the curtain, at the N.W. side of the citadel, where an old bridge and gate had formerly stood; the space of the latter was filled up with a wall, a *single brick* in thickness, the abutments of the former remained. Inside was the parade, flanked by two nine-pounders on the N.W. bastion of the citadel, but commanded most completely by several houses, of six stories in height, other houses of five stories enfiladed those guns; it would be utterly impossible to work them for a moment. With the fire of a single eighteen-pounder, masked until the moment of its discharge, or that of the boat's guns, whose advance was covered by the high banks of the canal, a practicable breach might have been made for twenty men abreast, in a quarter of an hour; the numerous canal craft lying immediately under it, would have enabled us to pass the ditch. At dawn of day the advanced marines at the church of Santa Lucca, were reconnoitred by an officer on horseback, he was fired at by the sentry, and fled with precipitation; the marines immediately turned out and formed; shortly after the piquets were driven in. Captain Rea placed himself at the head of the advance, supported by Lieutenant Carden; the centre, with Captain Boyle, marched to support them; the whole then moved forward with the utmost rapidity: to check their advance, several shot were fired from the enemy's six-pounders, which were rapidly withdrawn; in the rear, their drums struck up the *pas de charge*, two vollies were fired by our men, and returned by the enemy; on closing, ours cheered, their bayonets crossed; the contest was short; they turned, and fled with precipitation. Amidst the confusion incident to such a movement, a detachment of dragoons charged from the rear of a large building; to present a front was impossible. Inspired by the intrepidity of Captains Rea and Boyle, the marines opened to the right and left, wheeling on the cavalry, to the instant destruction of all, excepting seven, who, turning off on a cross road, were shot by the marines in the rear, and a picquet of the levy, led by the gallant Laveroni. The marines who were pushing up the canal, landed at dawn, under a very heavy fire from the north tower and N.W. works, and were flying to their assistance; the first division, of fifty of the America's, were led by Mr. William Somerville, mate of that ship, closely followed by Lieutenant Mapleton, of the Edinburgh, with 25; the remainder of the America's were led by Lieutenant Monk Mason, of that ship, with his usual gallantry; the pursuit was continued for four miles, capturing two hundred prisoners, with several officers, and all their wounded; two marines killed, and seven wounded, on our side; while that of the enemy amounted to sixty: among the killed was the Count de Lalle, chef de escarde, a French officer of uncommon merit; he fell while leading the cavalry to the charge; his amiable disposition had endeared him to the inhabitants of Leghorn, who have since raised a handsome monument to his memory, in the English burial ground, near the tomb of the celebrated Smollett; to this distinction he was entitled as a Lutheran. The contest between the levy in the houses, and the troops in the ramparts, commenced at the first dawn, and continued with unabated fury; five guns in their front were totally silenced, while the fire of musketry gradually slackened(h); the levy killed every man who attempted to land; and it was here the Jews and douaniers suffered so severely. To the southward they were less successful; a fire of shot and shells from Murat's bastion almost destroyed the houses in which we were stationed; but even here staunch intrepidity rapidly prevailed. The defeat of the troops without the town was considered a favourable opportunity to summon the Commandant. Mr. Burney proceeded, with Captain Strigan, to examine the second gate, on which, from the width between the bars, our six-pounder could make no impression; he was answered, that surrender was impossible: preparations were again made for blowing them up; the fire recommenced with increasing spirit.

Colonel de Capelle, on dismissing the truce, informed the municipality, that unless our troops withdrew, he should be compelled to destroy the suburbs. This threat, though well calculated to terrify the unfortunate inhabitants, was totally impracticable; his situation hourly became more critical; his fears of the populace induced him to move several guns into the great square, to overawe their proceedings. The Mayor requested and obtained permission to send a flag of truce to the Commodore; a deputation repaired on board to represent their situation: Sir Josias Rowley, having just returned from head quarters, received them in his cabin, and granted them a suspension of arms until 8 o'clock in the morning of the 14th; the fire did not cease until sun-set. Various opinions had existed between the captains, of the practicability of this attempt; fears of the weather, and a wish to proceed to other quarters, induced some to dissent; they had forgotten that Admiral Hotham had remained in the roads with a fleet in the most violent gales: the military, with many of the navy, were sanguine in their hopes of success. The Congreve rockets had not been tried, and three eighteen-pounders were requested; these could have been easily conveyed to the walls in the canal vessels, whose draught did not exceed eighteen inches: the launch of the America, commanded by Mr. Tremlett, master's mate, had passed the bar in the morning, deeply laden with ammunition stores: at this time there were three feet in the channel; the advance of reinforcements from Pisa was easily avoided, by the destruction of the bridges. Including the beaten troops, and those in the town, the whole number of every description within sixty miles did not exceed two thousand men; ours could have been easily completed to that number, by draughts of well-disciplined seamen from the ships, with the advantage of an excellent position, in a fine and almost inaccessible suburbs, and an excellent train of ten light guns. The almost certain surrender of a town without provisions, seven brigs of war, numerous privateers, who had committed great depredations, one hundred sail of merchantmen, and one hundred thousand pounds of the public revenue, with the marine stores, would justify some risk; a pier could have been formed with the canal and fishing vessels, to facilitate the embarkation, should the weather prove tempestuous.

The opinions of the *Canteans* prevailed; orders were issued for the embarkation of the naval force; Colonel Cattanelii was informed that the squadron could not remain with safety on the coast: to retain his position without their assistance would have been madness; he was compelled to acquiesce; the wounded were first embarked; the care and attention with which they, as well as those of the America, were treated by Mr. Bromley, surgeon, reflected the utmost credit on his humanity and skill: the continual torrents of rain unavoidably increased their sufferings; the prisoners, ammunition, and guns, were shipped in the boats, under the superintendance of Messrs. Breary and Somerville, mates, amidst a heavy fire of shot and shells from the town and works. At 5 in the evening, intelligence having been obtained of the advance of the enemy, the marines, seamen, and light infantry of the levy marched out to receive them. General Pauchin retreated in full speed to Pisa; our party returned to their quarters: in the course of the day, Captain Hamilton and Mr. Todd, of H.M.S. Rainbow, were wounded by shot from the walls. At 8 in the evening, the firing having totally ceased, the outposts were called in; the naval force formed in the street; Captain Dundass, by a masterly feint towards Pisa, marched them to the beach, where Captain Dunn, of H.M.S. Mermaid, whose unremitting exertions as beach-master merited every praise, had the boats prepared for their reception: before day, the whole of the troops were withdrawn and embarked, with the exception of ten, who were too severely wounded in the most advanced houses, and were unavoidably taken prisoners. The unexampled fatigue all had endured in the worst weather, for four days, with the utmost courage, constancy, and resolution, rendered them worthy of success. On the levy's return to Palermo, they were honoured with regimental colours, bearing the arms of the town; the officers who had distinguished themselves were promoted; Lieutenant Moodie's vacancy was given by the commander-in-chief to a gentleman, a total stranger to the squadron.

Expectations were still entertained, that our attempt here was only a prelude to others; a number of vessels lay at Porto Venius, near Espezzia, almost entirely unprotected; others, laden with naval and military stores, were in the little ports to the westward. With our disposable force, all the towns from Toulon to Gaëta might have been assailed, with every prospect of success; a series of such incursions would, by diversions, have weakened the army of the Viceroy, and facilitated the operations of Admiral Freemantle's little squadron, whose activity merited every praise. The sentiments of the Austrians on this subject were ascertained, in a mission which Colonel Cattanelli had to their army several months afterwards. Some military men of rank, who were not acquainted with his having commanded, expressed their surprise at the embarkation of the troops, and the defence of the town; they could not conceive why it had not surrendered, or the subsequent inactivity of the troops; one remarked, that he was informed the Commandant was a Piedmontese, and supposed he was bribed. The distress of the Colonel's mind prevented his entering into an explanation of circumstances; on discovering himself, he withdrew.

On embarking the troops, the squadron immediately separated: Sir Josias Rowley returned to Mahon; the Edinburgh, with the frigates, proceeded to Sicily, and the Armada on her cruise.

Thus closed an expedition, brilliant in its plan, executed in part with the utmost gallantry, but ruined in its result by overstrained caution, at a crisis the most important; Colonel de Capelle, as we were afterwards informed, having *resolved to open the gates the ensuing morning*. Murat afterwards took it without firing a shot.

APPENDIX.

Naval officers employed on shore during the attack.

Captain Hon. G. Dundass, commanding marines and seamen; Captain William Hamilton, small-arm men; Lieutenant Mapleton, guns and howitzers; Lieutenants Travers and Monk Mason, attached to Captain Dundass; Lieutenants Leach and Kennedy, to small-arm men; Mr. Breary, master's mate, superintending landing place near the suburbs; Mr. Somerville, ditto, ditto, and attached to Captain Rea, commanding advance; Messrs. Waller, Tod, Shaw, Adams, Sterling, Swan, Caulfield, and Lavender, mates and midshipmen, volunteers, or commanding divisions of small-arm men; Mr. Bromley, surgeon, and one assistant; Captain Dunn, beach-master.

Marines—4 killed, 1 missing.

Navy and ditto—Captain Hamilton, Mr. Tod, master's mate, and 13 wounded.

Levy—3 serjeants, 4 corporals, 35 killed; 2 officers, 5 serjeants, 7 corporals, 55 wounded.

Wounded missing, 10.

Total—46 killed; 4 officers, 92 privates, wounded.

Florence, December 15*th*, 1813.

Intelligence having been obtained by General Pauchin, our military commander, that the squadron under the command of Commodore Rowley had landed near Via Reggio, the General having collected the troops, proceeded there, and totally routed them, with the loss of six hundred men; in a similar attack on the gates of Leghorn, they were driven into the sea. The inhabitants of the coasts exhibited the best dispositions.

PLATE CCCCLI.

The Tower of the Temple, a principal revolutionary State Prison at Paris: View taken from the interior Court-yard, during the Imprisonment of Sir W. Sidney Smythe, 1796.

OUR account of the edifice, of which the annexed Plate is an accurate representation, is principally derived from the "*Itinéraire complet de l'Empire Français,*" (Paris, 1811): and "*Paris, ancien et moderne,*" (Paris, 1814). It was built by Brother Hubert, in 1200, and was the chief residence of the Templars, the most ancient of the military orders of knighthood, Instituted at Jerusalem 1118. On the suppression of that association, the Temple passed with the other effects of the order to the knights of St. John of Jerusalem, and became the principal house of the Grand Priory of France. The building underwent great changes in 1720 and 1721, under the Chevalier D'Orleans, who was invested with the dignity of Grand Prior. The office of the Administration of the Church was holden at the Temple. The demolition of this palace is now completed, and a market has been established on its site. The architect has been occupied in the repairs and novel distribution of such parts of the old edifice as have been reserved for the offices connected with the Ministry of Worship. The enclosure walls of the garden [*i.e.* the prison walls] were, formerly, 40 feet high: they have been not only raised several feet throughout their length, but a second wall has been erected within side of the ancient one. There has been preserved provisionally the square building, constructed of hewn stone, in the middle of the garden, and fronting the street called "*Molay,*" after the name of Jacques Molay, grand master of the order of Templars, burnt alive, with divers other members of his order. Until the epoch of 1789, it was the assured asylum of all those who were pursued for debt, like the "verge of the court," formerly, in London. The Temple gave name to a quarter, wherein as a privileged precinct, artificers that were not freemen might carry on their business without molestation. The great tower of the Temple, flanked by four turrets, served as a prison for Louis XVI. who was confined therein with his family, on the 13th August, 1792: it was also in this tower that the Dauphin, son of Louis XVI. died some months after his father. It may truly be denominated the *Bastile* of the revolution. We understand, however, that during the latter part of Napoleon's reign, the entire demolition of this capacious and too memorable dungeon was ordered, and we believe commenced; but we do not possess any distinct information as to the progress of that measure. We know from an eye-witness, that on the accession of Buonaparté as First Consul, the high police issued a special order for the defacing all memorials of its successive tenants: but the *concierge*, Fauconier, shewed our informant several lines written in pencil by Sir Sidney Smythe, which that gaoler had preserved from obliteration out of personal regard for his captive. This drawing, in point of time and fact, represents that interesting personage taking his daily allowance of lonely exercise, under the observation of a sentinel, whose charge it was to prevent "*Monsieur le Commodore*" holding any communication with the inmates of the prison, other than the keeper appointed specifically to attend him, conformably to that peculiar regimen of the French police, technically denominated, "*au secret;*" that is, solitary confinement, carried to its most rigorous excess, and extended to an indefinite period.

HYDROGRAPHY, PILOTAGE, &c.

AFRIC.

NIGER.

The Journal of a Mission to the Interior of Africa, in the Year 1805. By Mungo Park.

[Continued from page 416.]

THIS author [Tuckey], in treating of the coast between the rivers Volta and Formosa, says:—"From the Formosa to the Camerons the coast is intersected by the mouths of numerous rivers, which some persons suppose to be branches of the Niger which still conceals its mouth from the researches of geoprraphers."

"The course of the Niger has been the subject of as much research and difference of opinion among modern geographers, as even Ophir, Tarshish, or Thule. Those who follow Ptolemy suppose it to lose itself in lakes, in the interior of Africa, while some recent geographers believe one of its branches, at least, to reach the Atlantic, at the angle of the Gulf of Guinea, into which it empties its waters by a great number of mouths, of which the westernmost is the River Formosa, and the easternmost the Rio del Rey. Besides the deductions founded on the descriptions of the antients and Arabs, the nature of the country between the two rivers above mentioned strongly favours this supposition. This tract, as we have noticed in the text, is composed of alluvion without stones, and is intersected by a great number of mouths of rivers, forming a delta ninety miles in length. The course of the Rio Formosa is from the N. E. while that of the Rio del Rey is from the north; It may therefore be presumed that they are two branches of a great river, which, from the quantity of water disembogued into the Ocean, and the circumstance of an annual inundation in July and August, should have its source far from the Sea."

When our maritime geographer comes to the coast of Benin, he thus describes the river Formosa:—

"The river Formosa, or of Benin, supposed to be one of the branches of the Niger, is navigable for small craft ten leagues, to which distance the tide goes up. Eleven leagues west of this river is the river Primero, and between them a great number of others. Before the entrance of the Formosa is a great flat, on the east of which, and close to the east point of the river, is the channel. Ten leagues from the mouth of the Formosa the river of Benin proper empties itself on the right bank; this river may be ascended eighteen leagues, to the village of Agathon, by vessels drawing nine feet."

At length, when he reaches Congo, he thus expresses himself concerning the river Zair:—

"The coast of Congo commences at the river Zair, which is more usually called the River of Congo, its native name is *Barbili*; it is of considerable size and extremely rapid, tearing away large pieces of the banks, and discolouring the sea for a considerable distance.* It is seldom visited by ships, and is consequently very little known. The south point of the entrance is called Monte Seco, or Dry Thicket Point, and also Point Padraon, and Pillar Point, the latter from the pillar erected here by the Portuguese, in 1484."

After thus placing upon record the navigator's original geographical view of this subject, it may be expected that the Hydrographer should introduce the expedition itself to the reader, in somewhat more of descriptive detail than the newspapers, and also offer something like an opinion of his own upon the object of it. But before he can procced to such a winding up of the subject, which has already reached an extension beyond his original project or expectation, he must detain the reader to bring under his view the theoretic opinions with which some distinguished critics† have elaborately summed up their notice of this book: which opinions present themselves to us in most convenient and attractive form, as it were, by the way side, in the progress of our intellectual travels.

"Although PARK's last mission to Africa has not been productive of new geographical discoveries, Sansanding being considerably short of Silla, which he had reached on his first journey, it has plainly demonstrated, as PARK himself observes, 'first, that with common prudence, any quantity of merchandise may be transported from the Gambia to the Niger, without danger of being robbed by the natives; secondly, that if this journey be performed in the dry season, one may calculate on losing not more than three or, at most, four men out of fifty.' His unfortunate death, and that of his companions, being entirely owing to the improper season of travelling, and to no other circumstance, will not, it is to be hoped, damp the ardour of prosecuting further discoveries, and future endeavours to settle that interesting question in geography—where is the termination of the Niger? 'The *sources* of great rivers,' says PARK's biographer, 'have often been the object of popular, and even of scientific curiosity; but it is peculiar to the Niger to be interesting on accouut of its *termination*.'

"When the course of the Niger was ascertained to be towards the east, it gave rise to three questions among geograpers: 1. Was the Niger the great western branch of the Nile, called the *Bahr el Abiad*, or white river? 2. Did it lose itself in the lakes or swamps of Wangara or Ghana; and waste away by absortion or evaporation? Or, 3. Did it find its way in the natural course of rivers into the southern Atlantic, or Indian Ocean? The first point was disproved by Major RENNELL in the most satisfactory manner; because, if answered in the affirmative, it must have united with the other great branch of the Nile, the Bahr el Azrak, or blue river, on the plains of Sennaar, which plains, if there be any dependence on BRUCE's measurements by the barometer, are, at least, 5000 feet above the level of the sea, a height which, there is every reason to believe, exceeds that of the source of the Niger, and much more so the elevation of the country about Bambarra, where it becomes navigable. It would be absurd, therefore, to suppose that, after flowing 2300 geographical miles, and after its descent to the level of the Sahara, or great desert, it could mount upwards to join the Nile on the elevated plains of Sennaar. Mr. JACKSON's gossiping stories, told at third hand, of negros who navigated the Niger from Tombuctoo to Cairo, we deem to be unworthy of the smallest attention. The third idea was given up from its being well known that no river discharged itself on the eastern coast of Africa, that could at all be considered as the Niger. The affirmative to the second question was, therefore, concluded to be the only rational and the least objectionable solution of the problem. It was supported by analogies, and it had moreover the advantage of coinciding with antient opinions, PTOLEMY having terminated the Niger in an inland lake.

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* The current from the river sets very strong to the N.N.W. at the rate of three miles an hour. The north point of the river's mouth is foul.

† See *Quarterly Review*, XIII. xxv. 140.

"Previously, however, to PARK's departure on his second mission, he had received a strong impression, in consequence of some suggestions of a Mr. MAXWELL, who had formerly resided on the coast of Africa, that the Niger discharged its waters into the southern Atlantic, through the Congo or Zayr. This suggestion of Mr. MAXWELL was, in his opinion, supported by many circumstances; for instance, the ignorance of all the inhabitants of North Africa of the termination of the Niger—from HORNEMAN having mentioned, that at Bornou the Niger takes the name of *Zad*, which, he says, is the name of the Congo at its mouth, and six hundred miles inland (MAXWELL says *Enzaddi*)—from the course of the Bahr-Kulla of BROWNE, supposed to be the Niger, being the course that the latter ought to take, in order to join the Congo; and, lastly, from the inundations of the Niger corresponding with those of the Congo.

"These impressions were certainly not weakened by the information collected at Sandsanding. In his letter to Sir JOSEPH BANKS, he says that the guide which he procured here was 'one of the greatest travellers in this part of Africa;' that from him he had learned, that 'the Niger, after it passes Kashna, runs directly to the right hand or the south;' that 'he was sure it did not end near Kashna or Bornou, having resided for some time in both these kingdoms.' To Lord CAMDEN he writes, that he was more and more inclined to think that it can end no where but in the sea;' and both to Lord CAMDEN and Mrs. PARK, he speaks confidently of reaching the sea-coast.

"In the absence of further information on this interesting question, and to enable us to form some estimate of the value of this hypothesis, it will be necessary to collect the substance of what is known of the river generally called Congo, which is, in fact, the name of the kingdom through which it flows, the name of the river being *Zayr*.

"It is agreed by all writers, who mention this river, that it is remarkable for a peculiarity, by which it is distinguished from all other rivers in the known world; namely, that it runs in almost a perpetual state of flood;—its deph, which probably exceeds that of all other rivers, never varying more than nine feet; whilst that of the Ganges and the Nile, inconsiderable streams when compared with the Zayr, varies above thirty feet.* The floods, however, of the Zayr, though nearly perpetual, are periodical; the highest beginning in March, the lowest in September; and as it is well known that all rivers, whose streams flow through one of the tropical regions, have but one flooded season in the year, which happpens when the sun is on the same side of the line with the course of the river, there must be some peculiar cause or circumstance to give to the Niger the singular property of having two floods. No other river, that we are acquainted with, of any magnitude, has this property. The Amazons, perhaps, comes nearest to it. The main branches of this mighty river flow through southern latitudes, and are flooded by the periodical rains which follow the sun to the southern tropic; but several of its tributary streams rise to the northward of the equator, others at no great distance from it on the south, and the whole collected mass of waters is disembogued into the ocean immediately under this line. Some part of its course passing thus through regions of perpetual rains prevents that low ebb, which it would otherwise experience, when the sun had reached the northern tropic, and when the southern streams were diminished or dried up till the annual return of rain. But if a river could be found, whose source is at or near one of the tropics, and its termination near or within the other, that river, towards its mouth, would necessarily have two floods every year, the larger flood being at the time when the sun was on the same side of the line with its termination, and the smaller when at the side of its source; and these two floods would vary but little, as the loss by absorption and evaporation would be made up while the stream was passing through the region of perpetual rains, which may be said to extend to three or four degrees on each side of the equator.

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* The Zayr discharges into the sea, when at its lowest state, 4,000,000 cubic feet of water in a second of time, which is ten times the quantity discharged by the Ganges at its highest flood.

"The Zayr is precisely under these circumstances, and all its phenomena may be satisfactorily accounted for by supposing the sources of this powerful stream to be placed in North Africa.

"Another character, we believe, is peculiar to this river: the flood-tide makes no impression on its perpetual ebbing stream, which, on the contrary, forces its way with a rapid current for many leagues into the sea, where its waters may be taken up perfectly fresh. In this fact all the old Portugueze writers agree; and the following description, taken from them, with due allowance for the conceit and pedantry of the age, has been fully verified in our time:—

"'Zaire is of such force, that no shippe can get in against the current, but neere to the shore: yea it prevailes against the oceans saltnesse threescore, and as some say, fourscore miles within the sea, before his proud waves yeeld their full homage, and receive that salt temper in token of subjection. Such is the haughty spirit of that stream, which, over-running the low countries as it passeth, and swollen with conceit of daily conquests and daily supplies, which, in armies of showers are, by the clouds, sent to his succour, runnes now in a furious rage, thinking even to swallow the ocean, which beefore he never saw, with his mouth wide gaping eight and twentie miles as Lopez affirmeth, in the opening; but meeting with a more giant-like enemie, which lies lurking under the cliffes to receive his assault, is presently swallowed in that wider wombe; yet so, as always being conquered, he never gives over, but in an eternall quarrel, with deepe and indented frownes in his angrie face, foming with disdaine, and filling the air with noise (with fresh helpe) supplies those forces which the salt-sea hath consumed.'—*Purchas his Pilgrimage.* Edit. 1618. p. 583.

"The Amelia frigate, commanded by Captain Irby, in attempting to get into the Zayr with an ordinary breeze, and before the regular sea-breeze set in, was swept round by the current towards the great Moona Mazea bank, on the north side of the entrance, and was perfectly ungovernable; and even with the breeze, it was necessary to creep close along the southern shore, where, in many places, they could find no bottom by sounding; the current running down at the rate of seven miles an hour. They succeeded in getting the ship 48 or 50 miles up the river, the current still running constantly down at the rate of 6½ to 7 miles an hour. This rapidity of the current, with the frequent eddies and whirlpools, made it a more dangerous task to get the ship down again with safety out of the river. In the mid ocean, opposite to its mouth, they fell in with large floating islands covered with trees and bushes torn from the banks by the violence of the current; and when the Amelia was at anchor out at sea in 15 fathoms water, 12 miles distant from Cape Padron, the south point of the river's mouth, the current was running at 4¼ miles an hour, the water being perfectly fresh, coloured like rain water, and much agitated.

" In the same year, Captain Scobell, of the Thais, being upon this part of the coast, observes, ' In crossing this stream I met several floating islands, or broken masses from the banks of that noble river which, with the trees still erect, and the whole wafting to the motion of the sea, rushed far into the ocean, and formed a novel prospect even to persons accustomed to the phenomena of the waters.' The bottom of the sea is every where covered with mud to the distance of sixty leagues in the direction of N.W., from the mouth of the river, to which extent the Thais found the current still setting the ship.

" We have a survey of this mighty river by Mr. Maxwell, published in 1795. From this it appears, that the width from the Shark Point across the Moona Mazea bank to the opposite shore, is about 15 miles, the mid channel near the mouth 100 fathoms deep, the current 6 miles an hour. At 23 miles from the extreme point of its embouchure the channel contracts to 2½ miles, and the depth is still marked 100 fathoms. At 54 miles it spreads out into several branches, divided by islands, sandbanks, and shoals. At 90 miles it again contracts into one channel of a mile and half in width, the depth, for some distance, being 30, but afterwards 50 fathoms, which is carried up to the distance of 130 miles, where the survey ends: by information derived from the natives, it is stated to be navigable from 50 to 60 miles beyond this, where the navigation is interrupted by falls or cataracts, which they call *Gamba Enzaddi*.

" Mr. Maxwell says in his letter to Mr. Keir, that, according to accounts received from travelling traders, it is as large at six hundred miles up the country as at Embomma, 90 miles only from its mouth, and that it is there also called *Enzaddi*.

" If Mr. Maxwell's survey be at at all correct, the Zayr, if not the first, is at least the second river in the world. The master of the Amelia says, ' Mr. Maxwell's chart conveys a good idea of the river, but the soundings are not correct :'—he observes, however, what must occur to every one, that the mud and earth brought down by this rapid stream, whirled about in numerous eddies, must cause the banks to shift, and the soundings to be constantly changing. In the rainy season Mr. Maxwell says the rise of the river is not more than nine feet.

" It is rather surprizing that the Portugueze, who discovered the Zayr, and who for centuries have had their slave establishments in Congo and the neighbouring kingdoms, should not have traced the origin of this great stream ; but the truth is, the Portuguese discovered much more than was ever made public. Barros, the best historian of their discoveries, deals so much in generals, and quotes so sparingly his authorities, which were however of the highest order, that he constantly leaves one to regret the want of further details. ' The king of Congo,' he says, ' received an account of the rebellion of the Mundequetes, a people who inhabited certain islands in a great lake, out of which flows the river Zayr, which runs through the kingdom of Congo ;'—and he further says, that Don John of Portugal sent certain persons to penetrate into the interior, and

' to extend their discoveries beyond the great lake.' It appears too that Don John sent several embassies to the king of Tombuctoo, among which he particularly mentions those of Pero de Evora and Gonçaleanes, Mem Royz, and Pero de Asturiga, but of whose adventures and discoveries we know nothing, not even the place they went from or the route they pursued.

" All the old Portugueze and Spanish missionaries, whether on the east or west coasts of South Africa, speak of the waters of the Nile and of the Zayr being derived from the same sources; that these sources are large lakes in the neighbourhood of the equator and to the southward of it, among which Zembré was considered as the 'great mother and chiefs ladie of the waters of Africa.'. Lopez left Rome to visit Congo a second time, for the express purpose of obtaining 'full information concerning the Nile;' and by him we are told that the Zayr derives its floods from three lakes; the first the Zembré, the second the Zayr (probably the Aquelunda), and the third 'a great lake, out of which the Nile is supposed to proceed.' The missionary Marolla speaks of vast collection of waters from whence one great stream flows through Egypt, and the others through the countries watered by the Zayr. In short, there appears to have been a very prevailing impression that the Zayr was in some way connected with the Nile, and the Nile with the Niger; but whether their notion was derived from the information of missionaries or of the natives, or whether they merely followed Ptolemy and the Arabian geographers, who considered the Nile and the Niger as flowing out of the same lake, not very distant from the equator, we have no materials to form a decided opinion.

" If the information be derived from eye-witnesses, they must be considered as careless observers; for although it may not be an absolute physical impossibility that two rivers should flow, in opposite directions, or indeed in any direction, out of the same lake, yet the contrary approaches so near to an axiom in geography, that no instance is perhaps known of such an occurrence. It is more probable that those lakes from whence proceeds the remotest branch of the Nile, whose source yet remains undiscovered, are situated, if they exist at all, on the elevated ridge that runs northerly through Abyssinia; and that the lakes into which the Niger falls, and out of which the Zayr issues, lie along the western feet of the same ridge; so that the stream, after crossing the line, is thrown back to the westward, and, following the general slope of the country, flows into the southern Atlantic.

" Of the existence of one of these lakes (the Aquelunda), there can be no doubt. Marolla says, "that Francis de Pavia was invited one day by the Queen of Zinga to fish for mermaids in this lake; that they saw thirteen, and caught one female, who had nails on her fingers, and long black hair; that she refused all food, and lived only twenty hours.' The story was discredited, not from any doubt of the existence of mermaids, but from an opinion that none of the seal tribe took up their fixed abode in fresh water lakes or rivers. Thus Virgil.

——————— *insolitæ* fugiunt in flumina phocæ.

" If, however, we are not very much mistaken, the *phoca Siberica*, or silvery seal, is the constant inhabitant of the Baikal lake, whose waters are perfectly fresh, and clear as crystal, and whose distance is not far short of 2000 miles from the sea.

" Three objections are stated against the identity of the Niger and the Zayr by the editor of the present volume, which he seems to think 'weighty and formidable.' The first of these is, that the hypothesis supposes the course of the Niger to lie through the vast chain of the *Kong* mountains (anciently *Montes Lunæ*), of the existence of which there appears to be no doubt;" that from their situation in the midst of a great continent, 'they may reasonably be supposed to be of vast size and extent;' that it is difficult therefore to understand 'how the Niger could penetrate this barrier, and force a passage southwards.' To render this objection valid, we should demand at least three points to be previously established: 1. The existence of these lunar mountains, of which we entertain the strongest doubt, for this simple reason, that it rests wholly on *hearsay*, and even this on very slender authority. PARK, in his first journey, saw two or three peaks, near which the Gambia, the Senegal, and the Niger are supposed to take their sources; but instead of a central belt extending across Africa, he did not know whether they extended thirty, three hundred, or three thousand miles. 2. That, in the absence of all correct information, some analagous chain of mountains, of three thousand miles in length, abutting upon another chain equally long, and at right angles with it, should be pointed out as a parallel instance in the economy of nature as to the distribution of mountainous ranges. 3. That, admitting its existence, it should be proved to be one solid, compact, and unbroken range of primitive granite, which alone is able, and we doubt even if it be able, to oppose a barrier to the passage of a great river. The immense range of Himmaleyeh, covered with eternal snow (the Imaus of the ancients), afforded no barrier to the streams of the Ganges and the Burampultra; the *Rocky Mountains* refuse not to open their *gates* for the passage of the Missouri; nor the Alleghenny chain to the Delaware, the Susquehanna, or the Potomak. Indeed we know no instance of a mountainous range offering a permanent barrier to the pressure of an accumulated mass of waters, or the constant action of a running stream. The falls of Niagara are known to recede or travel upwards; and when the remaining part of the mountain-rock shall be worn away by the action of the water, down whose steep sides it is now precipitated, the Lake Erie will disappear, and its place be supplied by a fair and fertile valley.

"2. The second objection to the identity of the Niger and the Congo, is 'the length of its course, which would exceed 4000 miles; whereas the course of the Amazons, the greatest river in the new or old world with which we are acquainted, is only about 3500 miles;' that 'although the existence of a river considerably greater than any yet known may be within the limits of physical possibility, yet so improbable a supposition ought not to be adopted on slight or conjectural reasoning.' This is at least a *safe* way of arguing the question, but by no means satisfactory or conclusive; it would imply that the continent through which this new river is supposed to flow, was just as well trod and traversed as Europe, Asia, and America; whereas the interior of Africa, from Tombuctoo to the confines of the colony of the Cape of Good Hope, a straight line of 3000 miles nearly in difference of latitude, is as much unknown as the interior of Spitzbergen. If the course of one river, which flows wholly on one side of the equator, and consequently kept up by one season of rains, with only a slender addition of water from the north of the line, is known to extend to the length of 3500 miles, we are not able to discover why another river, whose source is on one side, and whose embouchure on the other side of the equator, and whose stream is in consequence kept up by two periodical rains, should not extend five hundred miles farther, or indeed why its extent should be limited but by the limits of the continent itself through which it flows.

We anticipate an objection with regard to the Niger, that the elevation of the country about its source, not being sufficient to admit the possibility of its joining the Nile, is, *a fortiori*, inadequate to send its waters to a distance very nearly double that of the Nile. Such an objection is easily removed. The Abyssinian branch of the Nile runs upon an elevated ridge which BRUCE computed to be full two miles above the level of the sea; the western branch, the Bahr el Abiad, or white river, joins the former, as we have already observed, at an elevation of one mile. Mr. PARK unfortunately affords no data to estimate the height of the ridge out of which the Senegal, the Gambia, and the Niger, collect their streams; but from a consideration of the short distance of the two former from the sea, and the portion of that distance through which the tide flows up the Gambia, together with PARK's general description of the country, we should say that 4000 feet rather exceeded than fell short of the greatest elevation; but we require no such height for our argument; we will suppose the source of the Niger to be 3000 feet only above the surface of the ocean: the declivity or slope of the bed would then, in the course of 4000 miles, be nine inches in each mile. Condamine has calculated the descent of the Amazons at 6¼ inches per mile, in a straight line, which, allowing for its windings, would be reduced, according to M. RENNELL's estimation, to about four inches a mile for the slope of its bed. This able geographer, the first of the age, has observed, in his dissertation on the Ganges, that from Hurdwar to the sea, a distance of 1350 miles, the surface is an apparent uniform plane with no perceptible declivity; that, however, by a section, taken by order of Mr. HASTINGS, of sixty miles parallel to a branch of the Ganges, it was found to have nine inches of descent in each mile in a straight line; but that this descent was reduced, by the windings of the river, to four inches a mile, the same as the bed of the Amazons; and that this small descent gave a rate of motion something less than three miles an hour in the dry, and from five to six miles an hour in the wet season; but seven or eight in particular situations and under certain circumstances.

It will hence appear that the proportion of velocity communicated by the descent alone is small in comparison to that which is communicated by the pressure of an increased volume of water forced into the same channel. If, indeed, a stream of water be suffered to run into an horizontal canal, at one of its ends, it will cause a current through the whole length; or, if a slope of one-tenth of an inch in a mile be given to its bed, the water will flow in a sensible current.

" The rapidity of the stream of the Niger, therefore, which does not exceed that of the Ganges in the wet season, would admit of a satisfactory explanation, supposing it to be the Zayr, and its course 4000 miles, from declivity alone. Velocity however might be communicated by the fresh supplies which it is known to receive from the country of Matamba to the south of the line; and the steep declivity of its bed, falling at once from 50 to 100 fathoms, could not fail of giving a fresh and vigorous *impetus* to the rapid current with which this mighty river rolls its waters into the ocean."

J. S. S.

[To be continued.]

Poetry.

ON THE DEATH OF MR. PHILLIP D'AUVERGNE,

MIDSHIPMAN OF H.M.S. AFRICAINE.

A SPIRIT that would "do and dare"
All British seamen should;
A gen'rous heart would freely share
In nature's tenderest mood.

Such genuine traits of ripening worth
Endear'd young D'AUVERGNE's name,
Hope's heralds of a future birth
Of pure resplendent fame.

Then, whilst the mournful cypress wreath
Droops o'er his early tomb,
Entwine the laurel buds beneath,
Which fate forbade to bloom.

The star, quick glancing 'cross the skies,
With feeble transient ray,
Midst brighter spheres again may rise,
The sun of endless day.

October 26, 1815.
P. A. M.

* * *

THE FALL OF THE LEAF.

AS I wander'd one eve through the dark shady grove,
That o'er hangs the clear murmuring brook,
I beheld an old man, his expression beam'd love,
And resign'd and sedate was his look;

He exclaim'd, "Son approach, and behold for a while,
Life's emblem of lightness and grief,
And a few passing moments we'll try to beguile,
By a thought on the fall of the leaf.

"In childhood we bud, and the summer suns warm
Every passion, to reason too deaf,
But the winter winds chill, will soon make us return,
And remember the fall of the leaf.

"In the autumn of life, though our sky may be clear,
And our sorrows and sadness be brief;
Yet we can't but reflect, that the end of each year,
Brings us nearer the fall of the leaf.

"Then, my Son, oh remember to value your time,
Let each virtue be still esteemed chief;
Thus prepare for yourself an abode in the clime,
Where is ne'er known the fall of the leaf.

Glasgow, 20th October, 1815.

C. H.

NAVAL HISTORY OF THE PRESENT YEAR, 1815.

(November—December.)

RETROSPECTIVE AND MISCELLANEOUS.

HAVING reduced the gigantic tyranny of France, it seems now determined by the European Powers to coalesce for the suppression of that petty, but vexatious insolence, of the Barbary States, the existence of which, for more than two centuries, must be matter of surprise to every one who considers the great disparity of strength in the aggressors, compared with the united powers of those nations whose subjects they have so long dared to enslave and depredate.

We have already given the memorial of our gallant countryman Sir Sidney Smith* on the subject, and by a late Flanders mail the satisfactory intelligence has been received, that *the Christian Powers of Europe have entered into a common League to extirpate the pirates of Africa.*

A German journal has published the following brief notice respecting Tunis, extracted from an unpublished MS. of Mr. Holk, who was for seven years, from 1801 to 1807, Danish Consul at that State. He estimates the population of the kingdom of Tunis, in 1807, after the plague had carried off 780,000 people, at 3,000,000, and the population of the city of Tunis at 130,000 souls. The number of Arabs exceeded that of Moors. The number of Christian slaves generally varied from 1500, to 2000, of whom, usually, two-thirds were Neapolitans. Bating their slavery, the means of subsistence afforded them were not niggardly. The regular army amounted to about 5400 men, who were all Turks or Carugli (sons of Turks and Mamelukes). One-fourth of them guard the forts, the rest were in active service. There was, besides, a Turkish and Bedouin cavalry corps, the Bey's guard, not exceeding 200 men, 3000 regular Sionavi cavalry, and 7000 irregular; the Bey could also, in case of necessity, raise 50,000 irregular Bedouins. The naval force of the government usually consisted of 20 corsair ships, of which one was a frigate of 36 guns; five or six xebecks, of from 20 to 24 guns; eight or ten galliots, with from two to four, or six guns, but well manned with from 60 to 80 men. The private corsairs paid the Dey a tythe of their booty.

At the late Council held at Carlton-house, the Prince regent gave direction for augmenting the pensions granted to naval and marine Officers, according to the ranks they may subsequently obtain after such pensions may be allowed, similar to what has been done for the army.

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* *Vide* N. C. 241.

The several public offices connected with the navy are to undergo considerable reducement in supernumerary clerks, &c. &c.; several situations which, from the pressure of public business, have been created, are reported as in contemplation to be abolished, as no longer necessary, by which material savings in the expenditure will follow.—In the Transport Department, a reduction of Officers, employed as agents on foreign stations, a-float and at the outports, has already taken place, and, it is said, many others will experience similar measures, from the few vessels that are now wanted as transports. In the Victualling Department, at the outports, reductions are taking place, and the most rigid system of economy is every where to be observed.

The peace-establishment of the royal marines will consist of a Colonel Commandant to each division; two Second-Colonels Commandant at Plymouth, two at Chatham, one at Portsmouth, and one at Woolwich; two Lieutenant-colonels and Majors at each place; one hundred and thirty-seven Captains, one hundred and thirty First-lieutenants, and two hundred and thirty-one Second-lieutenants, including artillery officers, for the whole. The number of companies is one hundred and twenty, with four of artillery, and are stationed as follows: *viz.*—Chatham, 36 companies; Portsmouth, 29; Plymouth, 31; Woolwich, 24; with one company of artillery to each. A great number of all ranks of Officers in the above meritorious corps have, in consequence, been placed on the retired list.

The several badges for the Companions of the Bath are completed, and it seems no ceremony for the investiture of the Officers who have been nominated, will take place. Several medals have been sent to the Duke of Wellington to distribute to the Officers now serving with his Grace who are appointed; while those for the Officers who are in this country are not yet issued. The Duke of York, as Grand Master of the Order, has had the insignia, and it is reported that those for the army will be sent to the officers by his Royal Highness, while those for the navy and marines will be forwarded by Viscount Melville. The medals are made at the expense of government, under the superintendance of the Herald's College, and the only expense incurred by the individuals is below 7*l.* as fees for placing their escutcheons, &c. in Westminster Abbey. The long passage in that venerable building leading to Henry the VII.'s Chapel, will be ornamented with the armorial bearings of the Companions beneath their banners, similar to those of the Knights inside the chapel, but no stalls will be appropriated for this class of the Order.

The Master house carpenter of Plymouth dock-yard, has been employed for some weeks past superintending the constructing of Sir Home Popham's Telegraph along the coast, from Bridport to the Land's End, in Cornwall.

In consequence of the allusion of Marshal Ney to the capitulation in the Bay of Naples, Rear-admiral Foote has published a note. He states, that

Lord Nelson never said he was unauthorised to sign that capitulation, but declared the contrary under his hand; for proof of which, Admiral Foote refers to the appendix of a publication of his own. Ney, he asserts, is mistaken in saying that Caraccioli was included in it.

The Treaty of Peace between Great Britain and the United States was ratified at Washington on the 17th of February last, and *not* on the 17th of April, as stated by mistake in *The Pilot* of Saturday last; so that the owners of the ships and cargos captured by the Peacock in the Indian seas in June last, will, we are glad to find, be entitled to full indemnification, the captures having been made about a fortnight subsequent to the 90 days allowed for the continuance of hostilities in that quarter of the world.

It is stated, that a general promotion in the navy will be announced at the latter end of the present month, which will include all officers who have any claims to advancement, upon the ground of the length or merit of their services during the late war; after which, it is considered, the door of promotion will be closed.—Among the intended arrangements, are mentioned twelve Post-captains, who are to be promoted to the rank of Rear-admiral, including Captain Gifford, the present Governor of the Royal Naval College in Portsmouth dock-yard; this appointment, it is said, will be given to Captain Hillyar, a strict and distinguished officer. Admiral George Campbell is to take the command at Newfoundland; Rear-admiral Sir Thomas Byam Martin, to be Deputy-comptroller of the navy, in the room of Capt. Shield, who takes the permanent resident Commissionership of the Naval Dock-yard at Plymouth, *vice* Commissioner Fanshawe, who will superannuate.

The Goliath has been broken up at Chatham, and the Mermaid at Plymouth. The Amaranthe, Borer, Bustard, Comet, Escort, Intelligent, Papillon, Princess, Rattler, Thisbe, Sarpen, Transit, Solebay, and Vestal have been sold out of the service.

There are now building at the several dock-yards named, seventeen sail of the line, three frigates, and two sloops; *viz.*—

At Portsmouth—Princess Charlotte, 98; Carnatic, 74; Pitt, 74; and Pallas, 36.

At Plymouth—Britannia, 100; London, 98; and Agincourt, 74.

At Chatham—Prince Regent, 120; Trafalgar, 98; Formidable, 80; and Minotaur, 74.

At Deptford—Hero, 74; and Russel, 74.

At Woolwich—Hawke, 74; Thunderer, 74; and Lynx, 16.

At Bombay—Malabar, 74; Melville, 74; Trincomalee, 38; and Seringapatam, 38.

At Canada—Burlington, 74.

At Milford—Valorous, 20.

It has been ordered, with a view to encourage those officers who have been serving for the rank of Master in the navy, that the rating of one Second Master shall be added to the present establishment of all ships of the sixth rate and upwards.

METEOROLOGICAL REGISTER.

From November 25th, to December 26th, 1815.

Kept by C. Blunt, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure.			Temperature.			
			Max.	Min.	Mean.	Max.	Min.	Mean.	
	26	N	30·20	30·20	30·20	50	32	40·25	Fair
	27	N	30·19	30·01	30·127	48	32	39	——
	28	N	29·97	29·94	29·947	49	31	40	——
	29	N	30·07	30·02	30·022	50	33	39·5	Rain
●	30	NE	29·84	29·72	29·797	51	35	40·75	Fair
	1	NE	29·95	29·79	29·835	49	33	39·5	——
	2	NW	30·11	30·07	20·092	51	34	39·5	——
	3	W	30·00	30·00	30·00	50	34	38·5	——
	4	W	29·79	29·73	29·755	49	35	38	——
	5	SW	29·91	29·41	29·665	50	35	38·75	——
	6	SW	29·42	29·38	29·405	50	34	39·75	Rain
	7	W	29·93	29·77	29·857	50	33	40	——
◐	8	W	29·97	29·96	29·965	48	31	37·75	——
	9	W	30·16	30·02	30·072	47	30	37·25	——
	10	NW	30·00	30·00	30·00	46	28	36·25	——
	11	N	30·31	30·30	30·02	47	26	35·5	Fair
	12	N	30·36	30·22	30·302	49	27	37	Snow
	13	N	30·20	30·13	30·157	51	25	35·25	——
	14	N	30·24	30·16	30·197	51	28	35·75	Rain
	15	NW	39·72	29·58	29·647	50	29	36·25	——
○	16	W	29·12	28·93	29·047	49	30	37	——
	17	SW	29·14	29·14	29·14	48	33	38·25	Fair
	18	W	29·42	29·35	29·385	49	28	37·25	——
	19	NW	29·56	29·50	29·527	48	30	36·25	Snow
	20	WNW	29·14	29·01	29·062	49	29	38·5	Rain
	21	NW	29·49	29·29	29·407	50	26	36	Fair
	22	NW	29·67	29·58	29·622	50	28	38	——
◑	23	W	29·69	29·49	29·60	52	28	36·5	——
	24	W	29·52	29·52	29·52	51	28	36·75	——
	25	W	29·52	29·52	29·52	48	26	35	——

RESULTS.

Mean barometrical pressure 29·848			Mean temperature		37·79625
Maximum 38·36	wind at	N	Maximum 52	wind at	W
Minimum 28·93	———	W	Minimum 25	———	N

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
8	2	0	0	0	3	11	6

	Mean Barometrical Pressure.	Mean Temperature.
From the last quarter on the 23d of Nov. to the new moon on the 30th	30·164	38·214
——— new moon on the 30th of Nov. to the first quarter on the 8th December	29·802	29·347
——— first quarter on the 8th, to the full moon on the 16th	30·045	36·375
——— full moon on the 16th, to last quarter on the 23d.	29·312	37·321

Promotions and Appointments.

Carlton-House, November 27.

This day his Royal Highness the Prince Regent was pleased, in the name and on the behalf of his Majesty, to invest Rear admiral Sir Thomas Byam Martin and Sir Josias Rowley, Bart. with the ensigns of a Knight Commander of the most honurable Military Order of the Bath.

By command of the Prince Regent, Sir Thomas Byam Martin was conducted, with the usual reverences, to his Royal Highness, preceded by Sir George Nayler (the officer of arms attendant upon the Knight Commanders), bearing, upon a crimson velvet cushion, the star, ribband, and badge of the second class of the Order.

The sword of state was, thereupon, delivered to the Prince Regent, and Sir Thomas Byam Martin, kneeling, was knighted therewith, after which he had the honour to kiss his Royal Highness's hand.

Then Field-marshal his Royal Highness the Duke of York, First and Principal Knight Grand Cross of the Order, having received from the Officer of Arms the ribband and badge of a Knight Commander, presented them to the Prince Regent, who was pleased to invest Sir Thomas Byam Martin with the same. The Rear-admiral having again had the honour to kiss the Prince Regent's hand, and having received from his Royal Highness the star of a Knight Commander, retired.

Rear admiral Sir Josias Rowley was then introduced, knighted, and invested with the same ceremonies.

Downing-street, December 6.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to appoint Charles M'Carthy, Esq. to be Governor and Commander-in-chief in and over the Settlement of Sierra Leone and its dependencies.

Whitehall, December 8.

His Royal Highness the Prince Regent, acting in the name and on the behalf of his Majesty, has been graciously pleased to nominate and appoint the under-mentioned officers, belonging to his Majesty's naval and military forces, to be Companions of the Most Hon. Military Order of the Bath:—

Captain Lucius Hardyman, Captain George Tobin, Captain William Ferris, Captain Donald M'Leod, Captain William Augustus Montagu, Captain Edward Chetham, Captain Samuel Jackson, Captain Francis Augustus Collier, Captain James Pattison Stewart, Captain Richard Spencer, Captain Booty Harvey, Captain Augustus William I. Clifford, Captain Alexander Renton Sharpe, Captain Joseph Needham Taylor, Captain John Smith, Captain George Barne Trollope, and Captain Charles Baynton H. Ross.

Captains, &c. appointed.

Rear-admiral Sir Thomas Byam Martin, K.C.B. is appointed Deputy Comptroller of the Navy, *vice* Shield.

Commissioner William Shield to the Dock-yard at Plymouth, *vice* Fanshawe, retired.

Lieutenants H. J. Hatton, S. Wriford, Charles du Cane, Mark White, and J. Reynolds, to be Commanders; and F. G. Willock, and John Hill, to be post captains; John Carter, to be a post captain; Henry Meynell, to the Newcastle; Sir Edward Hamilton, to the Prince Regent yacht, at Portsmouth; T. T. Tucker, to the Andromeda; T. Boys, to the Ramillies; Charles Ogle, to the Malta; James Walker, to the Queen; John M'Kellar, to the Salisbury, intended for the flag-ship of Admiral Douglas, commander-in-chief at Jamaica.

Lieutenants &c. appointed.

Lieutenant John Cooke, of the royal marines, is appointed to command the body guard of Lord Amherst, as Ambassador Extraordinary to the Emperor of China.

George Blurton, to the Mutine; John P. Dutton, to the Towey; John S. Dixon, to the Leander; Mr. George Beurcke, to be a lieutenant; William Gray, to the Superb; William R. Glasscock, to the Madagascar; Francis St. John Mildmay, to the Antelope; Ansalem P. Le Neve, to the Leander; Joseph E. C. Pitfield, to the Superb; George E. Powell, to the Cordelia; William Rennie, to the Granicus; Henry Throckstone, to the Niger; James Wilkie, to the Newcastle; John Hutchison, to the Albion.

Surgeons appointed.

James Morice, to the Causo; John Saunders, to the Dee; John Stokoe, to the Ramillies; Charles Thomas, to the Malta; Thomas Williams, to the Traave; John M'Leod, to the Alceste; William Stewart, to the Hebrus; James Lepper, to the Eurotas; Andrew Morrison, to the Andromeda; William Stanbridge, to the Magicienne; Richard Jones, to be surgeon of the hospital at Bermuda; Mr. J. D. Burke, to be surgeon of his Majesty's dock-yard at Milford; Rowland Griffiths, to the Salisbury.

Masters appointed.

R. L. Hicks, to the Orontes; J. R. Mayne, to the Lyra; D. Weir, to the Hindostan store-ship; A. Russel, to the Trave; J. Burness, to the Tyrian; James Raitt, to the Rosario; W. Cole, to the Brazen; G. Smith, to the Nimrod; P. W. Gawthropp, to the Alceste; J. Allan, to the Opossum; T. Collins, to the Hyacinth; James Woolcock, to the Cyrus; E. Gilling, to the Dee; C. Waldron, to the Andromeda; J. Johnston, to the Childers; R. P. Thompson (2), to the Spey.

Midshipmen passed for Lieutenants.

Sheerness.—C. Jackson, R. Wise, R. Ward, B. Kittonan, T. Jones, J. Graves, J. Smail, W. P. Milnes.

Portsmouth.—J. Kemp, T. S. Osborne, G. Collins, P. Fraser, C. Wemyss, W. Pennefather, J. Crisp.

Plymouth.—W. Coatesworth, E. J. Parry, J. Bradley, J. T. Barrett.

MARRIAGES.

On 26th November, at Fareham, by the Rev. W. Harrison, Captain Henry Ducie Chads, R.N. to Elizabeth Townshend, eldest daughter of John Pook, Esq. of Fareham.

On 28th November, by the Rev. William Cleaver, the Hon. Captain King, R.N. to Caroline, second daughter of the Archbishop of Dublin.

On 1st December, Captain Richard Duff, R.N. to Frances, third daughter of the late Rev. Meredith Jones, of Guestling, Sussex.

On 6th December, at Dawlish, Devon, Captain Robert Hall, R.M. to Eliza Ann, eldest daughter of Peter Churchill, Esq. of Dawlish.

On 6th December, at Alverstoke, by the Rev. Wm. Harrison, Captain Edward A. Down, R.N. to Elizabeth, 3d daughter of Admiral Patton, of Fleetland, near Fareham.

On 16th December, at Gosport, by the Rev. R. Bingham, J. Jones, Esq. R.N. to Mrs. Noddie, of Gosport.

Lately, at Fareham, by the Rev. Wm. Harrison, Captain J. B. Purvis, of H.M.S. Magicienne, to Renira Charlotte, daughter of George Purvis, Esq. of Blackbrook Castle.

DEATHS.

Drowned, on the 22d of May, 1814, at the mouth of the river Columbia, in the northern Pacific Ocean, Donald M'Tavish, Esq. a native of Stratherrick, and one of the partners of the North-West Company of Canada. Mr. M'Tavish was for upwards of twenty-four years employed in the wilds of Upper Canada, and the interior of the north-western regions of America, and was very successful in promoting the business of the Company, and in securing the good will and alliance of the Indian nations, by whose Chiefs he was always treated with the greatest respect, and received on the same footing with one of their own number. His enterprising genius led him to project and attempt an expedition across the Continent of North America, for the purpose of establishing a connection with China; and after having escaped innumerable perils, he and six of his companions were unfortunately lost near Cape Disappointment. To those who were personally acquainted with this worthy gentleman, no eulogium on his worth is necessary. His enterprising active spirit led him to undertake and accomplish what ordinary men would shrink from; his mild disposition, humanity, and liberality, his public and private beneficence, his mild manners, and manly conduct, will long endear his memory to a large circle of respectable acquaintances and relations.

On the 1[illegible]th November, at Alphington Cross, near Exeter, John Louis, Esq. father of the late Admiral Sir Thomas Louis, Bart. and grandfather of Sir John Louis, captain of H.M.S. Scamander.

On 16th November, aged 44 years, Lieutenant Abdiel Orfur, R.N.

On the 20th November, deeply regretted, Sarah, the wife of Rear-admiral Gosselin.

On the 24th November, at Little Hampton, Sussex, Captain Thomas Spry, R.N. aged 75 years.

On the 3d December, in Montague Place, Russel Square, Sir William Rule, Knt. late one of the Surveyors of his Majesty's Navy.

On the 22d December, at Rochester, after a lingering illness, at an advanced age, Mrs. Narracott, relict of John Narracott, Esq. formerly builder of his Majesty's naval yard at the Cape of Good Hope.

Lately, at Rochester, John Batten, Esq. father-in-law of Mr. J. Hillyar, purser R.N.

Lately, at Bath, Lieutenant George Edgar, R.N. aged 29 years.

Lately, Mr. John Jacob, late master-shipwright at Deal.

Lately, Captain Mylhan Ponsonby, R.N. Captain John Anderson, R.N. and Captain J. M. Johnstone, of the royal marines.

Lately, Lieutenant Osborne, of the Royal Naval Hospital, at Plymouth.

Errata.

Page 310, line 7 from the bottom, for "resigned," *read* "received."

Page 311, line 2, for "positively," *read* "presently."

Page 416, line 22 from top, for "et potuisse dici," *read,* "et dici potuisse."

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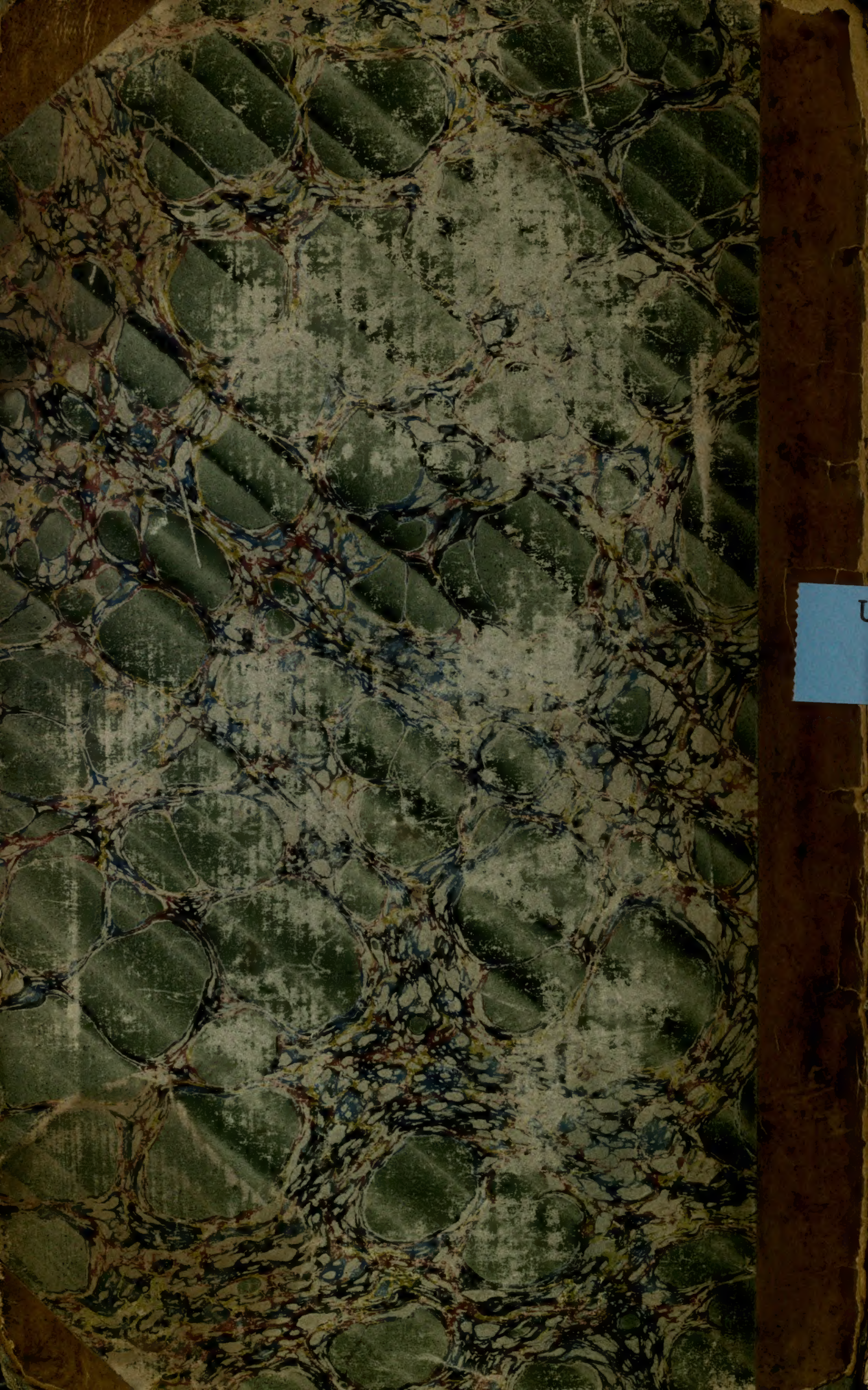

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